

THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY



THE SUFFRAGE CONQUEST OF ILLINOIS

INCOMPLETE as is the victory of the suffragists in Illinois, the press of the country nevertheless speak of it as an "important," "notable," "substantial," "amazing" triumph for their cause. Its importance, explains the *New York World*, "is measured by the fact that Illinois is the first State east of the Mississippi to give women votes. It is a triumph in 'the enemy's country' which should have a far-reaching influence." Not only do "the effete East and the conservative South lie before them," now that the suffragists "have crossed the Rubicon," but, the *Philadelphia Record* points out, "Illinois is the only first-class State, so far as population goes, that has as yet adopted woman-suffrage." Then there is the accompanying fact, emphasized by a Chicago daily, that now "the first American city of the first rank is to call its woman citizens into its councils." In Illinois, suffrage is granted to women, not by virtue of a constitutional amendment carried by popular election, but through legislative enactment. By the terms of the measure, women may vote for all offices not mentioned in the State constitution. This means that they may vote for Presidential electors, mayors, aldermen, municipal court judges, sanitary trustees, and most local officers, while they may not vote for governors and other State officers, members of the legislature, county or district judges, Congressmen or United States Senators. The act provides, too, that women may vote "upon all questions or propositions submitted to a vote of the electors of municipalities or other political divisions of this State," and that "separate ballot-boxes and ballots shall be provided for women." The antisuffragists are credited in the news columns of the *Chicago Inter Ocean* with an inclination "to smile over the limitation to 'statutory offices' and to claim that a grant of suffrage, without an amendment to the constitution, leaves the matter at the mercy of the legislature, with the possibility of a repeal at any session." But this measure of equality seems to the prosuffrage *Chicago Tribune* "so large that hereafter Illinois may be more properly put in the equal suffrage than in the male-suffrage column." Furthermore, many editors believe that within a few years the Illinois constitution will so be amended that all officers will be elected by universal vote. Indeed, observes the *New York Telegraph*:

"The fact that women in 1916 will help to elect Presidential electors insures a respectful consideration of their other claims

by the politicians. No man seeking the office of Chief Magistrate in this Union will dare declare himself as openly opposed to suffrage. Illinois has twenty-nine votes in the electoral college."

While "the great change seems to have come suddenly," the strongly prosuffrage *Chicago Post* notes, in fact, "it has a background of thought, of inspiration, of service as noble as that of any other hard-won advance." In this background are memories of Frances E. Willard, Jane Addams, Catharine Waugh McCulloch, and leaders of an earlier generation "who fought for suffrage when the fight meant ridicule and abuse." Back of them, *The Post* sees "the trooping ranks of women, young and old, who went to twenty-six legislatures at Springfield to make the plea that was granted yesterday at last." Continuing:

"It is the work of these women that made possible the coming of victory. But the final battle was won, if ever a battle was won, by the efforts of Mrs. Grace Wilbur Trout, president of the Illinois Equal Suffrage Association; by Mrs. Sherman M. Booth, chairman of its legislative committee, and by Mrs. Antoinette Funk, of the Illinois Progressive Service Board. These three women, ably assisted in the last days by Mrs. Medill McCormick, organized and carried through a 'people's lobby' more fair and more efficient than the general assembly had ever known. . . .

"Had these four women not gone to Springfield, planned their magnificent campaign and executed it so ably, Senate Bill 63 would never have gone through this assembly.

"To Mrs. Trout, Mrs. Booth, Mrs. Funk, and Mrs. McCormick suffragists of to-day owe as keen a debt of gratitude as that which they pay so generously to the leaders of the past."

This "unbeatable combination," we read in a press dispatch,

"started with forty votes, and it had to get seventy-seven to win. On the final roll-call it had eighty-three. Furthermore, it ended the fight with the respect and confidence of every legislator. Even the 'gray wolves' declared publicly that 'the women had played absolutely fair.'"

"It is a glorious victory," says Mrs. Funk. "The battle is over. And not a man who voted yes on the woman's bill will ever regret it." Mrs. Catharine Waugh McCulloch, who has given years of hard work to the suffrage cause in Illinois, who ably aided the "woman's lobby," and who, according to the *Chicago Tribune*, actually "wrote the bill that ran the gamut of the two branches of the legislature," calls the victory "the biggest thing that has happened east of the Mississippi since the Civil War." Yet, she says, as quoted in *The Tribune*,

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"There is much work still ahead of us. We must continue to work unceasingly, so that we may eventually have full suffrage. The more the men see of us as voters, the more they will respect us as women."

"This victory may teach the English women the ballot may be

The feeling that women should be permitted to express themselves at the polls on the liquor question and on many other questions directly affecting the financial, physical, and moral welfare of the communities in which they live has had much to do with the outcome of their hard-fought campaign."

Now that the campaign is won, remarks the *Albany Journal*, with evident skepticism, "it remains to be seen what good will come to Illinois of the woman-suffrage law." This, say the Chicago papers, which generally favor the change, is for the women themselves to answer. Says *The Inter Ocean*:

"If they vote in approximately the same proportion as do the men, and if their advent into the political field brings about the reforms and improvements which they assert will follow, then they will have given strong reasons for the amending of the constitution so that they may have an unrestricted ballot. The women of Illinois are on trial, and their political future is in their own hands."

The suffrage leaders themselves, as reported in *The Inter Ocean*, predict "a general uplift in the entire political situation in Illinois, the abolition of the old-school politician of the 'ward-heeler' type, serious consideration of the 'wet' and 'dry' question, and a higher character of political office-holders." Nor is a practical program lacking for fulfilling these prophecies. Says Mrs. Medill McCormick in a statement sent to the press:

"The plan is to educate women not only along political questions of the day, but along the lines of all sorts of civic betterments. It is in this field that the women are now ready to do the most effective work, for municipal regulation is house-keeping on a large scale."

"A special committee on organization, representing all the suffrage associations in the State, is to be appointed within the next ten days. Its purpose will be to organize a non-political educational league in every precinct and ward of the cities, making a unit of the Congressional district. Speakers will be supplied by a speakers' bureau to address meetings held at stated intervals throughout the State."

In Chicago, says a leading woman settlement worker,

"We have already started the process of educating the women in the foreign wards. The members of the woman's club, here



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NOW FOR A CLEAN SWEEP.

—French in the *Chicago Record-Herald*.

won without throwing stones. We have shown them a peaceful way of getting the vote."

Reference to the English militants was also made by Governor Dunne in a little speech congratulating the successful suffrage workers. He said:

"You were able to convince the Governor, the Lieutenant-Governor, the Speaker of the House, and the legislature in a quiet, forceful way. While your sisters across the sea were setting fire to buildings to gain the ballot and thereby exciting the contempt of mankind, the women of Illinois went about it in a different way. I welcome the womanhood of this State to a share in its responsibilities."

The Illinois women should also be complimented on their enemies, thinks the *New York American*. Lee O'Neill Browne's opposition to the bill, for instance, "supplies the best argument that has yet been made for woman's suffrage in this country," and "it is the protest of the politician of the Lorimer stripe against the cleaning up of politics that is sure to follow the granting of the franchise to women." Mr. Browne's final speech on the floor of the House was an eloquent appeal to his fellow Democrats not to "crucify" their party. He exclaimed:

"If this bill passes it will be ever remembered by you in the days to come, for it will change the political map of Illinois, wiping out all party lines. It will eliminate the Democratic party because the women of Democratic families will not vote. They and their husbands and fathers and brothers do not believe in this bill. The women who do vote will not be Republicans either. Search the lobby if you would find the answer. It has been the best and brainiest lobby you ever saw, I will admit, but are you sent here to crucify your party?"

Another helpful enemy, in the *Chicago News's* opinion, was the opposition of the liquor interests. The same opposition has often been discerned by suffragists in State campaigns; the extreme prosuffragist cartoon on the opposite page shows their version of the situation thus created. But to return to Chicago and *The News*:

"It is interesting to observe that the fight on woman-suffrage at Springfield was mainly a fight by friends of the liquor interests.



LITTLE MISS HORNER!

—Heaton in the *Chicago Inter Ocean*.

at the settlement-house are prepared to vote intelligently now. The campaign of education will go out beyond the settlement houses."

Upon the heels of the Illinois victory came another piece of encouraging news for the suffrage workers of this country, in



MRS. CATHARINE W. McCULLOCH,

Who sees the triumph of suffrage after twenty years of active work for the cause.



THREE MEMBERS OF THE "WOMAN'S LOBBY."

From the reader's left to right they are Mrs. Sherman M. Booth, Mrs. Grace Wilbur Trout, and Mrs. Antoinette Funk. The Illinois victory is generally attributed to their skilful work at the State Capitol.



MRS. MEDILL McCORMICK,

The other member of this efficient and successful lobby. She is the daughter of Mark Hanna.

LEADERS IN THE ILLINOIS FIGHT FOR VOTES.

the shape of the United States Senate Committee's report favoring a suffrage amendment to the Federal Constitution. This is generally looked upon as more valuable as an indication of a friendly attitude in Washington than as a preliminary to success in the national field. Indeed, thinks the *New York Globe*, "the attainment of the ballot for women will be accomplished more quickly and easily through separate action in the non-suffrage States."

DEMOCRATIC CURRENCY REFORM

EVERYBODY BELIEVES our banking and currency system should be made over, it seems, but disagreements about how to do it threaten to prevent its being done. Many question whether the President, who has put through the House a tariff bill that bears the imprint of his personality, can at this late day of the congressional session do the same for a banking and currency reform measure. Editors generally, in fact, seem to consider the making of a tariff law simple, compared to the solution of our banking and currency problem, and the *Boston Herald (Ind.)* thinks if President Wilson succeeds, "his achievement will be monumental." It adds a little pointedly that he will succeed if he can keep his own party in control, so that certain "oracles" will not rave "like wild men against any comprehensive measure of a modern or scientific character." The opposition the President will have to meet from his own party, we are told, is likely to proceed from what certain papers call more plainly "the Bryan-ites," who have "radical" ideas about currency legislation and from those Democrats in both houses who, for reasons of tactics or prudence, believe it inadvisable to rush a banking and currency bill through at the tag-end of a session, when the subject is one on which both legislators and the public need instruction and

understanding. So the whole matter turns on the pivot of Democratic unity in the Administration as well as on the deeper question of the correction of a currency system that is sweepingly described by some as "the worst in the world."

Altho much, if not all, responsibility for the Currency Bill is attributed to President Wilson, he has let it be known through press correspondents that, while the Administration's views are represented in it, yet it is "no man's bill," but the result of common counsel among currency advocates, Secretary McAdoo, of the Treasury Department, Senator Owen and Representative Glass, respectively chairmen of the Senate and House Banking and Currency committees, aided and advised by the President. An outline of the measure given to the press by Representative Glass, describes it as "a basis for legislative action . . . that will be gone over in detail for alterations, and whose intent is to accomplish three principal objects: a means for rediscounting commercial paper of specified types; a safeguarded basis for elastic notes; and machinery for doing foreign banking business." Altho many changes have been made and are being made in the

drafting of the bill, the essential features remain the same, we read in the daily press. One of the most striking of these is the provision for twelve or more Federal reserve banks, in as many regional districts, "which will rediscount paper, deal in Government securities, exchange and conduct Government fiscal operations." These banks, we are also informed, "would do no business with the public, but deal only with their member banks and receive deposits only from the United States." Stock in the reserve banks would be held by National banks and such State banks and



SPOKESMAN—"We have called to express our extreme gratichude fer the bee-utiful fight you are making in our behalf." —Johnson in *The Saturday Evening Post*.

trust companies as conform to standards, but the Government would hold no stock, altho it would control the reserve banks by a Federal Reserve Board of seven members, on which the banks would not be represented. The Secretary of the Treasury, the Secretary of Agriculture, and the Controller

of the Currency would be *ex-officio* members of this board and the four others would be subject to the appointment of the President and the confirmation of the Senate. Other provisions of the currency bill the New York *Tribune* (Rep.) sets down in brief:

"There will be no retirement of existing National bank circulation, nor of the existing 2 per cent. United States bonds used for circulation purposes.

"Every National bank is allowed to continue its note issue exactly as at present.

"In addition, the issuance of \$500,000,000 of emergency currency upon prime short-term commercial paper and other liquid collateral is authorized.

"The Federal board is authorized to prescribe rates of discount for the twelve reserve districts, in each of which is to be a reserve bank.

"All funds in the general fund of the United States Treasury shall be deposited in the Federal reserve banks within one year after the passage of the bill.

"Every Federal reserve bank is required at all times to have in its own vaults a reserve of not less than one-third of its outstanding demand liabilities."

The main objection to the Aldrich plan, the Philadelphia *Record* (Ind. Dem.) recalls, was that it "too greatly concentrated the banking power," and it notes that the present measure "embodies the chief advantages of the Aldrich plan without the Central Reserve Association, which was obnoxious to nearly all Democrats and to some persons not of that party." It is a great improvement on present arrangements and is "essentially conservative" in the judgment of the Brooklyn *Eagle* (Ind. Dem.), which says that "it will make the whole people, who have to be served by the banking system, real partners in the system," and hopes it will go through this session, because "any measure of reform in our banking and currency hodgepodge will be a matter of congratulation to the American people." Equally ready to approve is the Philadelphia *Public Ledger* (Ind.), which states that the people are firmly committed to the proposition of a new banking and currency law, and they want one framed

credit appears to be an avenue that will surely lead to the greatly desired elasticity in our currency."

Open opposition to the measure, however, comes from the New York *Times* (Ind. Dem.), which says that the excellent



THE FIRST MEAL?

—Bowers in the Newark News.

features of the bill "are taken bodily from the Aldrich plan," and that—

"It is in its departures from that plan that this bill gives cause for criticism, for grave apprehension. The promised advantages, and they are many, are to be secured by surrendering the banking business of the country, not to the regulation, but to the absolute control of the Government. Banking and politics would be one. All experience forbids us to assume with any degree of confidence that appointments made by the President and confirmed by the Senate would be made with that careful attention to the need of securing fit and experienced men which the great importance of the banking business and its delicate and easily disturbed relation to the industries of the country so urgently require. . . . The germinal principle of the bill appears to be distrust of banks and of bankers. We may assume that not only financiers and bankers, but business men generally, will take sober thought concerning the centralizing features of the bill and the spirit and the policy which have inspired it."

It is a matter of astonishment to *The Times*, moreover, in view of the existing hostility to a central bank, to learn from the report of the Owen-Glass plan that it would "so centralize the banking power of the country that most of the evils and few of the benefits of a central bank would be the result." Too much power is given to the Government, *The Times* adds, "that is, power and discretion are intrusted to politicians instead of to bankers." That the bill would put the banking system of the United States into politics is the opinion also of the New York *Press* (Prog.), which says that politics is "the last place on earth that the banking system of this or any other country ought to be," and remarks that the facts of the Administration's currency bill as now known "loom big, not with wisdom and promise, but with ignorance and warning." Suspicion clouds the mind of the St. Louis *Globe-Democrat* (Rep.) over any currency changes the Administration may attempt, because it questions whether Mr. Wilson will not be advised by Mr. Bryan, his Secretary of State, of whom it observes:

"There is nothing in what he said last December about fresh currency that indicates any material departure from his greenback position of twenty years ago. He has never said he was wrong in any of his paramount issues: free trade, free silver, greenbacks, imperialism, or the government ownership of rail-



"WHAT'S IT LOADED WITH?"

—Murphy in the San Francisco Call.

"without partizanship or sectional prejudice." To *The Public Ledger* the Owen-Glass bill appears "sane and remedial," and it explains that—

"A more centralized banking system and a currency that shall rise and fall as the exigencies of trade expand and decline appear to be scientific remedies for present financial ills. A scheme that makes the notes of business men a foundation for

roads. President Wilson has coincided with him every time in tariff revision. If it is to be the same in shaping a new currency system the rag baby will be found alive and kicking."

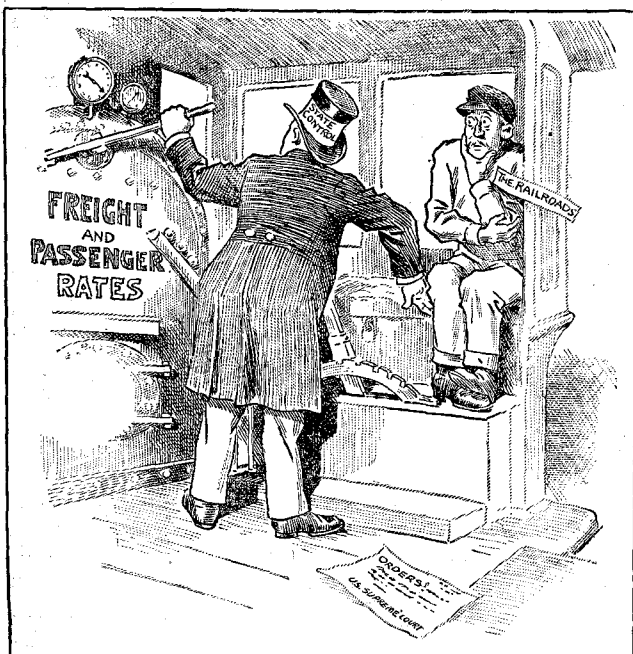
The press generally recognize the influence of Mr. Bryan in the currency conferences, an influence the *New York Journal of Commerce* describes as "insidious," but the whole proposal is summarily dismissed by the *Baltimore American* (Rep.), which says:

"At best the Wilson plan has but launched the currency question upon the seas of specific debate. The first reception given it by the Democrats is decidedly cold, as sentiment is strong for passing the tariff measure and closing up Congress. This will be done, and by the time Congress reconvenes in regular session sentiment will have riddled the Administration measure, and, perhaps, have brought forth something constructively better in being less complicated and less partizan."

The problem whether President Wilson can persuade Congress to consider the bill during the present session is to some observers of equal interest with the bill itself, and the *Philadelphia Inquirer* (Rep.) remarks that his program is threatened "by a great and growing opposition" in the ranks of his party that "with all his dourness he may not be able to overcome."

LESSONS FOR RAILROADS AND RATE-MAKERS

NO NEW PRINCIPLE for the guidance of railway magnates or public officials is seen in the Supreme Court's settlement of the Missouri, Arkansas, Oregon, and West Virginia rate cases, since these decisions merely follow the Minnesota decision of the previous week. Yet newspaper editors, again carefully scrutinizing the Supreme Court's views on State rate-making, discern more clearly certain lessons for the rate-maker and the railroad. "The 'lines of legality' are being laid down to the States in the matter of railway regulation," remarks the *New York Times*, "just as the law is being taught to the trusts in the industrial world." While the State rate-makers are confirmed in their rights of regulation, the



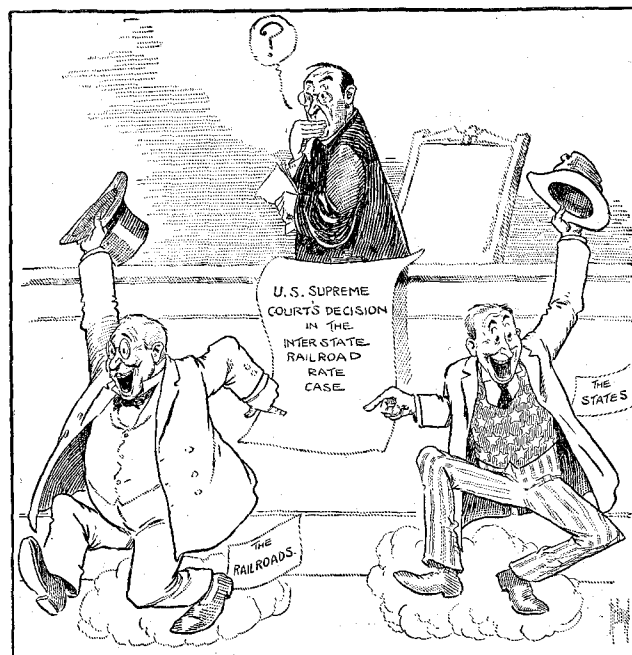
"MOVE OVER."

—De Mar in the *Philadelphia Record*.

Supreme Court in the case of four roads sets aside State-made rates as confiscatory. Thus, notes *The Commercial and Financial Chronicle*, the States are reminded that they are held "to rigid accountability for their acts." When they overstep the bounds,

the Supreme Court calls a halt and gives warning "that State power, tho it exists, must be used rightly and in accordance with constitutional mandates." Then the railroad officials who applaud the Supreme Court's determination to let no State enforce a confiscatory rate, are warned by the *New York Globe* that

"This interesting doctrine, of course, means that the railroads



SOME LITTLE PUZZLER—BOTH SIDES CHEER.

—Ireland in the *Columbus Dispatch*.

allowed to charge the high rates must charge the lower ones or see their traffic vanish. It is thus established that the practical level of rates is to be one that will avoid confiscating the property of the best railroad. The vital question as to whether the efficient railroads would have the profit of their efficiency seems answered in the negative."

Twenty-three rate cases were decided by the Supreme Court on its last decision day before the summer vacation, notes the *New York Journal of Commerce*. State regulatory legislation was upheld, including

"two-cent passenger laws in Missouri, Arkansas, and West Virginia; maximum freight rate laws in Missouri and Arkansas, and freight rates out of Portland in the Oregon cases. The only exception to the sweeping approval of State statutes was in the case of several weaker roads in Missouri."

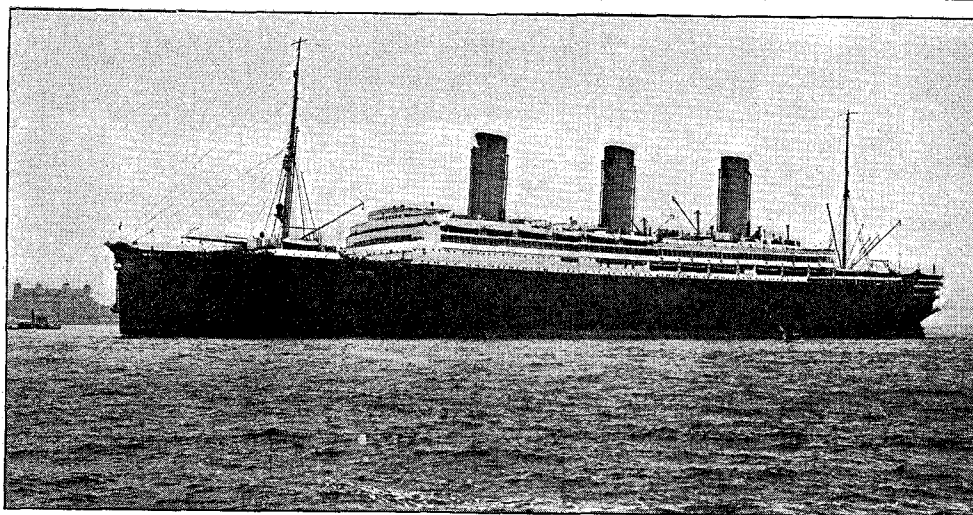
The hearing of the decisions on the question of State *vs.* national jurisdiction need not be again considered here, in view of Justice Hughes's statement regarding the eighteen Missouri cases that "the controlling question . . . is not to be distinguished in any material respect from that which was considered and decided in the Minnesota rate cases."

The Court's further contribution to the current discussion of valuation and confiscation is thus summed up by the *Philadelphia Public Ledger*:

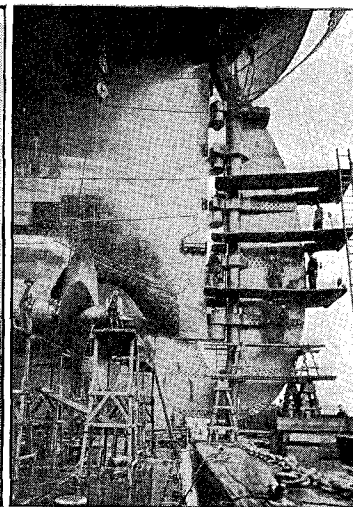
"As in the Minnesota cases, the valuations presented by the roads affected by to-day's decisions were declared too high. The exception of three of the roads from the statutory rates came not from the correct valuation of the property of those roads, but from the fact that they were so unprofitable already, regardless of their value, that any further reduction in their revenues constituted evident confiscation. . . ."

"In discussing the confiscatory aspects of the cases under consideration the court to-day almost went to the point of saying that, except in cases where from overwhelming circumstances confiscation is apparent, little short of a physical valuation of railroads would afford the needed evidence to sustain a plea of confiscation."

In its efforts to protect weak roads from confiscation, says



THE "IMPERATOR," IN NEW YORK HARBOR.



THE RUDDER.

The German liner *Imperator* reached New York on her maiden voyage June 19. She measures 919 feet in length, 98 feet in beam, and has a tonnage of 50,000, some 5,000 more than the *Olympic*. She has 9 decks above the water-line, and makes a new record for luxury as well as size. The *Imperator* is driven by turbine engines developing 62,000 horse-power. Safety is provided by the construction of an inner hull, the division into 36 water-tight compartments, and an equipment of two motor-boats and 83 lifeboats. Over 5,000 passengers can be accommodated.

THE NEWEST "GREATEST SHIP AFLOAT."

The Wall Street Journal, the Supreme Court "has, in fact, given them no protection at all from the rates which it finds in effect confiscatory." This financial daily goes on to explain:

"On through business the weak lines must meet the rates made by other lines, or lose the traffic. On strictly local business, a small part of the whole, they are at liberty to charge higher rates than the State fixes for the comparatively affluent roads, but industries and settlers alike will go where transportation is cheapest. Again the weak lines lose. Even tho they should obtain some temporary advantage, the Court says in so many words that the State's officers may move to deprive them of it as soon as it has become substantial.

"In other words, the Supreme Court has done nothing toward settling the inevitable conflict, in rate regulation, between the interests of the weak carriers and the interests of the strong. Is a reasonable rate to be adjusted nicely to the needs of the best situated, oldest, and strongest carrier, with the sure result of putting the poor but honest and economically useful railroad out of the running; or is reasonableness to be judged by what the weaker carrier can live on, even tho some roads should make more than a bare living in consequence?

"Is it to be assumed that, tho the States can not confiscate the weaker railroads by reducing rates, they may make rates which allow the stronger railroads to confiscate all the business?"

The same thought occurs to the *Baltimore News* and the *New York Sun*, *Times*, *Globe*, and *Evening Post*. Another critic, more representative of railroad opinion, *The Railway Age Gazette*, also regrets the Supreme Court's lack of clearness here. In referring to this it sets forth for its readers three views that have been advanced regarding the appraisal of land used for right of way and terminals. In view of the prominence of this topic the following paragraph is of interest:

"Some have contended that land should be appraised at its original cost to the railway. The Minnesota commission, in the valuation on which it based certain of the rates involved in this litigation, held that the proper basis for appraising land used for railway purposes was its present market value. A third view, and the one prest by the railways in this case, has been that land used for railway purposes should be appraised at what it probably would cost now to acquire it for railway purposes. Experience shows that the cost of acquisition for railway purposes is from 50 per cent. to 1,000 per cent. more than the ordinary market value. The Court apparently accepts the view of the Minnesota commission that the correct basis of appraisal is the present market value. The ruling is important. While it does not uphold the railway position, it puts a quietus on the contention that railways are not entitled to benefit by the increment in the value of their real estate."

This railroad weekly agrees with the railroad men who find in the rate decisions cause for encouragement. It concludes:

"On the whole, it is probable that when the decision is thoroughly analyzed, it will be found to have advanced the problem of regulation of rates toward a solution which will not be destructive of the rights and interests of railways and which will at the same time be satisfactory to the public. Furthermore, it should always be borne in mind that the courts fix only the minimum below which rates can not constitutionally be reduced, and that the lawmakers and public always have it within their power to keep them as much above the limit of confiscation as consideration of the public interests may indicate that they should be kept."

An eminent financial authority, *The Commercial and Financial Chronicle*, is also optimistic, taking the rather unusual ground that the strengthening of the State's arm is a boon to the railroads. Its argument develops into a lengthy attack on the Interstate Commerce Commission. To quote the last few sentences:

"No State body which has ever existed has been so unrelenting in its hostility to the railroads as this national body. . . . Yet in the hysteria of this week it has been seriously urged that escape from supposed injury at the hands of the States should be sought by turning over all their functions and authority to this single Federal body, which owes responsibility to no one and can not be called to account for its shortcomings. Better a thousand times State regulation, subject to Supreme Court control. To us the only disturbing feature in this week's decision is the broad suggestion in the opinion that Congress may confer upon the Commerce Commission some of the powers and functions now exercised by the State, it being within Congressional province to do this by virtue of the supreme authority which Congress possesses over interstate commerce. Our apprehensions on that score, however, are tempered by the conviction that there is very little likelihood that Congress will ever attempt to transfer distinctively State functions to the Commerce Commission."

There now remains for adjudication, notes the *Newark News*, the Inter-Mountain and Shreveport rate cases.

"In both of these sets of cases the Interstate Commerce Commission has set up its jurisdiction, and the question is whether it will be sustained by the Supreme Court. None of the cases thus far decided has involved rates upon which the Interstate Commerce Commission has upset a State-made rate, as in the Shreveport case, or the power of the commission to fix zonal rates, as in the Inter-Mountain case."

AMERICA'S SIXTH POLO VICTORY

WHILE JUBILATION is perfectly evident in the remarks of our editors on beating Britain at a British game, they do not forget to ask whether the victory was due to skill and muscle, or just luck. Perhaps it is only natural that no matter how they figure it out, they all find that "the best team won," and go on to moralize on the supremacy of the American athlete. Some of the London critics, however, fail to share this view, and lay the victory of our men to the fact that they have long played together, while the English challenging team "had never once played together on the same side" before landing on our shores. The American team, too, was somewhat disorganized in the second game by changes in the line-up necessitated by the injuries that kept "Monte" Waterbury from the field, so that the weakened team of defenders had finally, the *Chicago Inter Ocean* says, to "cut loose with such desperate individual play that victory was snatched from defeat in the seventh period." Between two well-matched teams, the *New York Evening Post* tells us, the victory will go to the one "with a capacity for something like a religious frenzy," and this is "a gift which is this nation's above any other when it plays." Just what is the "thrill" of polo may be felt in the account of *The Post's* sporting expert:

"In the midst of a great hush—forty-odd thousand men and

women voiceless and immobile—eight polo players, every man with his neck for sale, raged through the last two periods of the second, and, as it proved, the deciding game of the international match for the international cup, with the utter abandon and exalted disregard of physical consequences of beings incarnate. Fifteen grim, inexorable minutes with only the quick roll of hoofs, the sharp, musical click of hickory against willow, an occasional staccato outcry to tell one that it was not all a scene

set in an immense vacuum. . . .

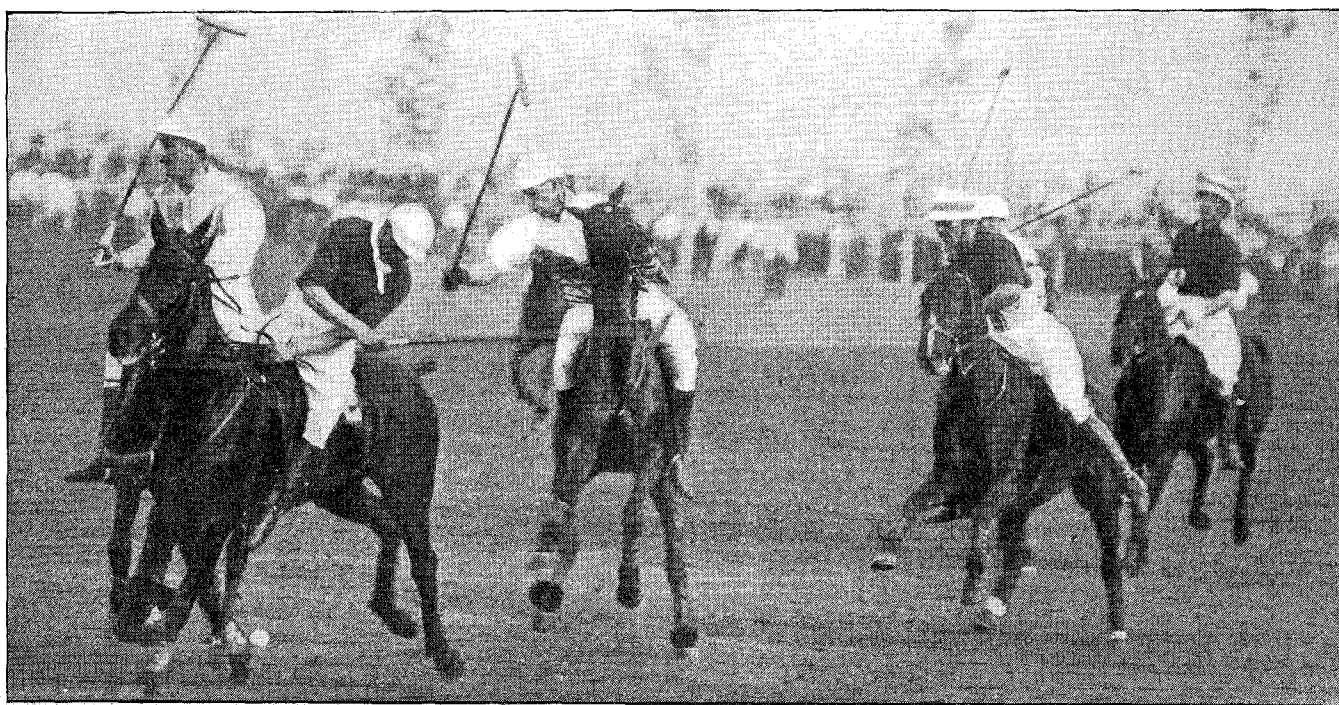
"When in that last hard riding period when the Americans abandoned for the time being their policy of defense, and with splendid disregard brought every man forward, brought up Milburn, who rode like a thunderbolt among the British backs, throwing them back upon themselves, and giving his side three clear shots at goal, two of which missed, not so much because of bad shooting, but simply because Fate had decreed against them, it seemed as tho the spectators would never draw a long breath again, and when, rising in fury, the British at length turned back the deadly, lance-like assault and carried the play to the American goal, the spectators were under a stress not altogether benign in its effects upon the human system."

The price the British paid for defeat is set down at "two years of hard work" in preparation and an expense of \$500,000, a loss that evidently causes little dismay to the Duke of Westminster, backer of the British challengers, because we are informed in press reports that he "has only just started" and will challenge for another series of games to be played next year. Of incidental interest is the published statement that the gate receipts for the two games totaled nearly \$200,000, which may



THE OLD CUP COLLECTOR.

—Rogers in the *New York Herald*.



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A POLO SCRIMMAGE.

An exciting moment of the second game of the international match. The six players, from the reader's left to right, are Waterbury (U. S.), Freake (Eng.), Milburn (U. S.), Ritson (Eng., Capt.), Whitney (U. S., Capt.), and Cheape (Eng.). The American players wear white shirts.

be considered an argument in favor of the New York *Sun's* declaration that "polo has taken root in the affections of the American people."

The Sun adds that altho the British lost, "they lost gloriously," and while it is to be regretted that actual defeat in the score came "in the infliction of penalties by a quarter of a goal," still "that was the fortune of war. In the first game the defenders lost a goal and a half by penalties and the invaders nothing. If goals scored for the two games are counted, the result of the series is: Americans, 12; British, 8; so that a clear superiority of four, irrespective of penalties, is established."

Minus the penalties, the official score for the first game reads: America, 5½ goals; England, 3. For the second game: America, 4½; England, 4¼. Passing from the question of figures, *The Sun* pays a tribute to the challengers' "clever and determined play" in the last game, "the finest that has been seen on either side of the water in an international series since the Americans captured the cup at Hurlingham." This happened in 1909, the New York *Times* reminds us, after the English had held the famous Westchester Cup for many years, and says that "so long as

the Big Four keeps its form," or the Big Five, as it is now with the addition of Mr. L. E. Stoddard, so long will America keep the cup.

No such athletic prowess is admitted by the London *Daily Telegraph*, whose New York correspondent says "nothing but luck" gave victory to the Americans, but the London *Times* holds that it is "idle and unsportsmanlike" to attempt to explain away the American victory "by any sophistical calculations as to the balance of luck in the two games," and relates that six times in succession in matches in 1909, 1911, and 1913 "we have been beaten fairly and squarely by America in a game which, as a result of the Indian experience of our young soldiers, we introduced to the rest of the world."

Nevertheless this will not be the last effort England will make to recover the cup, *The Times* gives warning, and says:

"Public interest in the duel between the two countries is great, and no doubt somebody will again come forward, as the Duke of Westminster has done, to undertake the heavy expense that is a necessary part of international polo matches. We shall then see how far we have profited from lessons of the past."

TOPICS IN BRIEF

IT is still the fashion to paint the lily. J. M. Barrie has been made a baronet.—*Chicago News*.

SUFFRAGE goes marching merrily on—wherever there are no militants to stop it.—*New York Tribune*.

THE Colonel never drank more than one mint julep at a time. Did anybody else?—*Norfolk Virginia-Pilot*.

THE intelligence that the Colonel rarely takes anything will come as a rude surprize to Colombia.—*Columbia State*.

MINT bed at the White House is probably maintained out of deference to Southern sentiment.—*St. Louis Globe-Democrat*.

A BOSTON jury has acquitted William M. Wood, doubtless under the impression that he is related to Joe.—*Columbia State*.

THE efforts of the Republicans and Progressives to get together are almost as enthusiastic as a small boy bringing in stove wood.—*Dallas News*.

DID Secretary Bryan have any one in particular in mind when he told the girl graduates that he "respected the aristocracy of learning?"—*Wall Street Journal*.

IT is beginning to look as if the fellow who is trying to bring the G. O. P. and the Bull Moose together would meet the customary fate of the peacemaker.—*Boston Transcript*.

IF Dr. Friedmann's turtle serum could be used to prevent automobiles from turning turtle it would save a lot of lives not threatened by tuberculosis.—*Pittsburg Gazette-Times*.

COLONEL ROOSEVELT continues to disappear. He is going gunning in Arizona this summer when we were sure he would pick out either Utah or Vermont.—*St. Louis Republic*.

A GREAT many of the "forward-looking men" are showing symptoms of eye-strain, owing to the tremendous distance of the post-offices from the point of observation.—*Houston Post*.

NOW that a Filipino baseball team is coming to make a three months' tour of the United States, we shall have a chance to see what progress the little brown men have made toward fitness for self-government.—*Boston Globe*.

SECRETARY BRYAN seems to be having such a good time that probably what he meant that time when he said his tenure of office would be short was that it would seem so to him.—*Columbus Ohio State Journal*.

JAPAN probably concluded that if the United States had never been able to enforce the Fourteenth Amendment she couldn't hope to do it.—*Boston Transcript*.

POSTMASTER-GENERAL BURLISON has reversed Postmaster-General Hitchcock's order that the letter-boxes be painted red. Thus we have a clear-cut vital issue for the 1916 campaign.—*Kansas City Journal*.

IN one day, President Wilson recommended nineteen Texas Democrats for appointment as postmasters. As we understand it, this leaves only about 2,016,359 Texas Democrats clamoring for Federal jobs.—*Manchester Union*.

IT now only remains to take the cricket championship away from Great Britain.—*New York American*.

BEING a grand vizier in Turkey is almost on a level with being an umpire in America.—*Philadelphia North American*.

MEXICO's crying need seems to be a President who will execute more reforms and fewer reformers.—*Columbia State*.

PERHAPS the English union men think that *The World's Work* is the organ of the I. W. W.—*Syracuse Post-Standard*.

WALL STREET is getting down so that it will soon be able to compete with the five- and ten-cent stores.—*Philadelphia Press*.

A BODY of Arkansas Bible students has decided that there is no hell. Let them observe Tennessee politics for ten minutes.—*Nashville Banner*.

COLONEL ROOSEVELT deserves a vote of thanks from the nation for giving it the biggest six cents' worth of news it ever had.—*Chicago News*.

DID you notice how those Tokyo jingoes calmed down when Andrew Carnegie announced that in the event of war he would shoulder a musket?—*Columbia State*.

IT's true that the suffragettes hurled only one bag of flour at Mr. Asquith; still, in these days of the high cost of living small favors are thankfully received.—*Boston Transcript*.

MAYBE President Wilson wishes us to believe Washington never saw so "numerous, industrious, and insidious" a lobby because none such was ever needed before.—*Cleveland Leader*.

PRESIDENT HUERTA may be neither a great warrior nor a statesman, but he has succeeded in negotiating a 75-million-dollar loan, which is more than most of his critics can do.—*Kansas City Star*.

IT is estimated that within six weeks European liners could bring 150,000 armed men to this country, but what good would that do? The immigration authorities wouldn't let them land.—*Philadelphia Inquirer*.

AT least this country can take its stand firmly on the immovable rock that it has two men of certified worth. The morals of Mr. O'Hara and the sobriety of Colonel Roosevelt have been officially indorsed. We challenge the world to produce two others.—*Chicago News*.

THE United States appears to have recognized the Chinese Republic without waiting for the Chinese people to do it themselves.—*Boston Transcript*.

A PROFESSOR makes the positive statement that the girls of 2,000 years ago wore the same kind of dresses as the girls in these days. The professor may have seen his first mummy.—*New Orleans Picayune*.

IN his campaign for the United States Senate, Captain Hobson will have the enthusiastic indorsement of the women, but as the hero is married now the indorsement probably will not take the form it did just after the Spanish War.—*Boston Transcript*.



THE NEW BOSS.

—Brinkerhoff in the New York Evening Sun.

FOREIGN COMMENT



NO CANADIAN DREADNOUGHTS FOR ENGLAND

THE BOAST heard frequently in London music-halls that "we've got the ships, we've got the men, we've got the money too," has become obsolete since the naval race with Germany began, so much so, in fact, that the Admiralty has found it necessary to appeal to her dominions beyond the seas. In the case of Canada she seems to have appealed so far in vain, for Mr. Borden's Naval Bill, which embodied a proposal to give to the British Admiralty three first-class battle-ships, has been thrown out by the Canadian Senate. The Senate has a Liberal majority and acted under the instigation of Sir Wilfrid Laurier, ex-Liberal Premier, and Sir George Ross, the Liberal leader in the Senate. Sir Wilfrid, whose policy is to build such ships in Canada and man them in Canada, involving a delay of six or seven years, has thus gained a victory, and the whole question of Canada's part in empire-defense is involved in a struggle between the Senate and the Dominion House of Commons, which passed the Bill. The Conservative organs assure us that Mr. Borden has one of two courses to take. He must either appeal to the people in a general election or a referendum, or else he must immediately take action to limit the veto power of the Senate, just as Mr. Asquith by his Parliament Act has dealt with the British House of Lords. Such Conservative papers as the *Winnipeg Telegram* express great indignation against Sir Wilfrid Laurier and his followers, and we read:

"Separation from Great Britain and the establishment of a republic in British North America is the obvious aim and purpose, the declared object, of Sir Wilfrid Laurier. We have now reached a crisis that is of vital importance to the Dominion and to the empire. The policy of the Liberals is a direct challenge to the loyal Britishers (of Canada)."

Another leading Conservative organ, the *Ottawa Evening Citizen*, does not take such a despairing view of the situation, but contents itself with advising the referendum—or a new arrangement of the Senate so as to make it a more representative body. To quote its editorial:

"The Borden Naval Aid Bill proposed the appropriation of \$35,000,000 for the construction of three dreadnoughts to be used by the British admiralty for naval defense. It was a specific proposal, allowing of no alternative save the future disposal

of the ships, and that was necessarily left to the future. Hence the referendum might in all justice and consistency have dealt simply with the affirmation or negation of the particular project. The simplest wording would have been something like this: 'Are you in favor of the passage of the Naval Aid Bill?' . . . If the majority do not favor that proposal, it can hardly be recognized as wise or profitable legislation. Hence, while it would have been possible to have put several propositions concerning naval action before the people, it is yet to be shown why more than the one involved in the particular act should have been submitted or acted upon. A referendum of simple affirmation or negation would have served the full purpose of determining whether or not the people of Canada stood behind the Prime Minister."



PUDDLING IN THE NAVY MUDDLE; MUDDLING IN THE NAVY PUDDLE.

MADAME CANADA—"Come on home. This is a big boy's game, and besides, you'll get your feet wet and catch your death of cold."
—*Saturday Night* (Toronto).

They do stand behind the Prime Minister, declares the *Montreal Herald*, one of the most powerful organs in the Dominion, which professes to be Liberal, but is pronouncedly Conservative in the support it gives the Conservative Minister's naval policy. It denounces in no hesitating way "Canada's Failure" in the matter of the ship grant. The First Lord of the Admiralty has announced his intention to meet Canada's "failure," by building at once the three ships which the Canadian Liberals decline to build. The *London Times* editorially relates as follows the measures taken by Mr. Winston Churchill, in view of Canada's refusal to aid the British Navy:

"Mr. Churchill stated in the House of Commons yesterday that 'the situation brought about by the rejection of the Canadian Naval Aid Bill requires immediate action in order that the margin of naval strength necessary for the world-protection of the Empire may be adequately maintained for the autumn and winter of 1915 and in the spring of 1916.' To meet this situation, he announced that orders had already been issued to insure the commencement of the three contract ships of this year's program at the earliest possible date."

This proves, say the Canadian Conservative papers, that the emergency in European affairs upon which England based her appeal to Canada for help was a genuine thing, and not as the Canadian Liberals declare, a bogey called up by England as an excuse for laying her own burdens on Canadian shoulders. The *Montreal paper* continues:

"The effect of the Churchill announcement on the situation in this country will undoubtedly be to strengthen materially Mr. Borden's case. It makes abundantly evident the Admiralty's



WHEN THE YOUNG MAN FALLS DOWN, THE OLD MAN TAKES UP THE BURDEN.

JOHN BULL—"Well, there you are, Jack. I'll build the ships myself and pay for 'em, and take care of you into the bargain."
—*Daily Witness* (Montreal).

belief that the emergency—to use a well-worn expression—is sufficiently acute to render three extra dreadnoughts necessary two years from now. It was of the existence of such an emergency that the opponents of the Borden policy entertained the strongest doubts. To these doubts the Churchill announcement must be an effective reply.

"The Herald believes that there are thousands of Canadians who will be deeply stirred by the First Lord's speech. In this, in many ways the most important question Canada has ever been called on to face, party strife has cost us dear. The Herald believes that there was placed upon us a moral obligation to take our part of this particular burden of empire. Along with the moral obligation and involved in it there was as well a physical obligation of which the Churchill announcement has given ample proof. Canada has been thwarted in what we believe is her desire to meet these obligations. We have had months of party strife, terminating only with the close of the session. The total result of it all has been to leave us just where we were when it commenced. We can not feel that Canada's position in the eyes of the world has been enhanced thereby."

The Toronto News (Ind.) supports the Borden policy, says "Borden is justified" and, referring to Churchill's announcement in Parliament, declares:

"The British taxpayer is once more compelled to assume that portion of the Imperial burden that should properly fall upon Canadians. This decision of the Liberal Government in the mother country finally and absolutely justifies the Canadian Prime Minister's policy."

"The Government and the people of the British Isles may rest assured that Mr. Borden's policy has the approval of the great majority of Canadians, and that this will be made absolutely plain when the issue is submitted to the electors. It is probable that Mr. Borden will be able to take over the three ships now to be laid down long before they near completion. For the moment an irresponsible band of politicians has humiliated the Dominion in the eyes of the world, but when Canadians get the chance they will show that they are anxious to pull their own weight in the Empire, instead of remaining a burden on other British citizens."

The most important paper in Canada and the most widely read is probably the Toronto Globe. This paper, staunchly Liberal, declares that Borden has missed his opportunity. He should have built his ships, as he might have done under the Laurier Navy Bill, and left the people to decide whether they were to belong to Canada or to the Empire:

"Mr. Borden announces that before the dreadnoughts of the British program of 1913 are completed his Government will be in a position to assume their cost, and will do so. He need not have waited a day to carry out this policy. He could have laid down and paid for the vessels under terms of the Naval Service Act and left to the future the question as to whether the ships when completed shall sail under the British or the Canadian flag, and be manned by British or Canadian sailors. That issue can only be settled by the people of Canada, and Sir Wilfrid Laurier announced once again yesterday his readiness to go before the people for their verdict on the question: Shall Canada build, man, and maintain her own naval defense force, or shall she support the 'one-navy' idea of the empire reorganizers and contribute from time to time for the building and maintenance of that navy under the direction of the British Admiralty?"

"Meanwhile we are told that Laurier and his separatist fol-

lowers have prevented Canada from coming to the immediate aid of the Empire. That is absolutely and unqualifiedly untrue.

"Mr. Borden rejected the proposals of the Liberals and expressed his determination to force through the contribution. He did so in the Commons by gagging the opponents of the measure, and it was almost inevitable that in the Senate the measure sent forward by such unprecedented means should be halted in its passage until the will of the electors could be ascertained. Two methods of providing immediate naval aid for the defense of the Empire remained open to the Premier after the measure was hung up in the Senate: an immediate appeal to the people, or

the placing of a sum in the estimates for the commencement of the construction of dreadnoughts under the authority of the Naval Service Act of 1910. A statesman believing that there really was an emergency confronting the Empire would have unhesitatingly taken one course or the other. Mr. Borden's path was clear. The ball lay at his feet. His opponents had urged him to take a credit of thirty-five millions for the immediate construction of vessels for naval defense. But Mr. Borden did nothing at all."

Mr. Borden is accused of sacrificing Canada and the Empire to party. People whose votes he wanted would have turned their backs on him in the next election if he had carried out the Laurier plan, we are told, so he tried to force on Parliament a measure which they would not pass without first consulting the people. This is the opinion of a leading Ontario Liberal paper, the London Advertiser, which thus describes the Conservative conduct of affairs and predicts a Conservative defeat at the next election after a campaign in which—



THE MODERN SPHINX.

CHORUS OF NATIONS IN AWED VOICES—"What in the world will she do next?"
— Saturday Night (Toronto).

"We shall hear little of reciprocity. We shall hear little of the merits of a naval contribution, of the demerits of a Canadian navy. But we shall hear a great deal about the disloyalty of the Grits. We shall be told day after day that Sir Wilfrid Laurier is trying to establish a Canadian Republic. It is very likely that the shoot-holes-in-the-flag allies of Mr. Borden will call upon all true Britons to rally round the flag, till the election is over. But the old scheme never works for more than one campaign. Founded on falsehood, operated by spiteful prejudice, stimulated by the hope of reward, supported by the money of subsidized papers and financial interests and voracious corporations, it will be promptly rejected by the common sense and true patriotism of the people."

The Winnipeg Tribune (Ind.) speaks with similar bitterness of the evil effects of party rancor at Ottawa and observes in substance:

"Many stupid things have been said during the naval debate. Many unfortunate statements have fallen from the lips of Canadian representatives, who seem to think it is the bounden duty of every member to talk, no matter whether he has any knowledge of his subject or otherwise."

"In the Senate yesterday the Conservative leader was most unfortunate in some of his language. Mr. Loughheed, laying down the government policy, said:

"If you refuse to adopt this policy of the Government you practically announce separation from Great Britain."

"Such language is vicious. The Tribune supports the \$35,000,000 contribution, and would welcome its approval by the Senate, but the man who does not believe in any war contribution may be as true a British subject as John Bright."



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THE FATAL SUFFRAGETTE EXPLOIT AT THE DERBY.

Miss Emily Davison throwing the King's horse at Epsom on June 4. She died on June 8. This remarkable photograph was taken just at the moment when Miss Davison, the horse, and the jockey came down, and before she herself had touched the ground in falling.

THE BLAME FOR THE EPSOM TRAGEDY

THAT MISS EMILY WILDING DAVISON should have been arrested and taken away from the race-track on the Epsom Downs before she could do any mischief, is the opinion of many London papers. The feebleness of the Home Secretary is blamed for the whole affair. *The Times* thus summarizes the career of the poor enthusiast who brought about her own death, without, however, apparently disturbing the cheerfulness of England's great racing day, for the British public show little pity or sympathy for these reckless agitators. The following details of Miss Davison's career illustrate Mr. McKenna's vacillation, so flagrant as almost to warrant the charge of connivance sometimes made against him:

"She was sentenced to two months' imprisonment for a disturbance at Limehouse in 1909, but was released after hunger strike. In the same year she was sentenced to a similar term for stone-throwing in Manchester, but was again released after hunger strike; a little later she was imprisoned with hard labor for stone-throwing at Radcliffe and was forcibly fed. It was on this occasion that the hose-pipe incident took place in Strangeways Prison. She was released at the end of eight days. In November, 1910, she broke a window inside the House of Commons and was sentenced to one month's imprisonment, but, after hunger strike, was released in eight days. In December, 1911, she was sentenced to six months' imprisonment for setting fire to pillar-boxes at Westminster. In November last she was sentenced to ten days' imprisonment for assaulting a Baptist minister by mistake for Mr. Lloyd George at Aberdeen. She was liberated, however, after four days' fast."

Sir Robert Peel was asked by a correspondent how the Sir Robert Peel who was Prime Minister under Queen Victoria would have acted in the present Home Secretary's place, and he replies in the columns of *The Times*:

"Judging from his work at the Home Office when he was Secretary of State in the Cabinets of Lord Liverpool and the Duke of Wellington (and the consensus of opinion is that he was the strongest Home Secretary that has ever been and Mr. McKenna the weakest), I should say that when a suffragette had been convicted she would have had to have served her sentence—hunger strike or no hunger strike—for he was known never to have interfered with a sentence or to have asked for the clemency of the Crown in the case of a convicted murderer.

He was of opinion, rightly or wrongly, that trial by jury, and with it conviction, was the end of a criminal prosecution, and he could not interfere."

HOME RULE FOR IRELAND—AND THEN?

WHEN BURKE, at the end of one of his most thrilling periods, flung down a knife on the floor of the House of Commons, a look of horror appeared on the faces of those present, until Sheridan rose and excited a peal of laughter by his remark: "Well, there is the knife, but what have you done with the fork?" This describes the effect produced by the fiery and almost rebellious utterances made by such speakers as Sir Edward Carson, and the light manner in which the Government organs pass them by almost with a joke. Arms are pouring into Belfast, Lords This and That and generals and colonels of high degree are inveighing against what they consider the Government's "betrayal" of the Constitution and of the Orange Unionists. All this falls flat on the ears of a public who have seen Carson lampooned and Londonderry laughed at. Yet no

one affects to think that the situation is not a serious one. John Redmond has secured a great triumph, we read in the unanimous utterances of the press, tho some papers think the result has been obtained by fair means and others by foul. The Unionists are, in fact, staggered on seeing the Home Rule Bill of the Asquith Government pass its second reading, and the London press assure us that if Mr. Asquith remains in power it is bound to become law. The chief opponent of the bill, Sir Edward Carson, made a powerful but somewhat violent speech during the debate which preceded the division. He asserted that "betrayal was im-



MILITANT SUFFRAGIST (after long and futile efforts to light a fire for her tea-kettle)—"And to think that only yesterday I burnt two pavilions and a church!"

—Punch (London).

printed on every section of the bill." It was, in fact, being passed in conspiracy with the Nationalists and in defiance of the Constitution. He concluded:

"The men of Ulster are in deadly earnest, and in the event of armed resistance would have the whole force of the Unionist party with them. Our duty is not here; we must help our people to organize. We shall not forget the wise counsel of Oliver Cromwell to 'trust in God and keep your powder dry.'"

The police have seized 4,000 rifles and bayonets, and 500 more rifles have been confiscated in Dublin consigned from London,

says *The Daily Mail*, some of which were made in Italy. "They were consigned to Messrs. Carson and Co."

Speaking defiantly of this confiscation of foreign arms in the course of the debate, Sir Edward repeated his declaration of war to the knife and his profound confidence in Protestant Ulstermen, saying:

"You may seize their arms or send troops, but you will not settle the Irish question. You know that you are crowing about peace, when there is no peace, and you will fail in your object. For my own part, I will continue to support the Ulstermen and will take full responsibility for their resistance."

Unionist papers praise the practical wisdom of Mr. Bonar Law, the leader of the opposition in the House of Commons, who urges that the question of Home Rule be submitted to the vote of the country before the Government proceeds to measures that may plunge Ireland into conflict. He realizes, we are assured, that the cry of "civil war or the Union," is no empty threat. Says the *London Spectator*:

"In handling the Ulster question, Mr. Bonar Law, like a wise man, never rested his case solely on an abstract argument. He has always insisted that the threats of resistance by the people of Ulster are real threats, and can not be met by the Government thrusting its head into the sand and protesting that what it wilfully refuses to see, does not exist. Further, Mr. Bonar Law has always pointed out that if the Government mean to coerce Ulster the only proper and legitimate way of doing so is through a general election. In effect he has said to them, as we have said so often in these columns, 'Before any attempt is made to coerce Ulster by force of arms the Government must try the coercion of a general election. Till they have attempted to obtain from the country an assurance that it is the will of the electors that Ulster shall give way, they must, if they insist upon Northeast Ulster being driven from the United Kingdom, be guilty of bloodshed in no rhetorical, but in the most real sense.'"

Another Unionist view is presented by Sir Henry Blake in *The Nineteenth Century and After* (London). Sir Henry is a man of mark, having been a colonial governor in many British dependencies, and head of the Irish constabulary. He utters in a tone of conviction the following stirring words:

"Now let us consider the situation with which Great Britain may be confronted during the coming year. The Protestant population, grim and determined, drilled and ready, and prepared to shed their blood if needs be in defense of what they consider a sacred cause, calling upon Protestant England and Scotland to come to their aid, and the Orange lodges sounding the tocsin and urgently calling upon their brethren all over the world to answer to their appeal; while the Roman Catholics of Ulster arm for their own protection, and the Government considers whether an army shall be sent to coerce with fire and sword a Protestant population assembled under the folds of the Union Jack to resist forcible expulsion from the United Kingdom."

He believes, moreover, that as the Home-Rulers have the sympathy of a large section of the American population, so Irish Unionists are supported by the patriotic populations of Liverpool and Glasgow, and even by thousands in Canada and the United States.

In case of civil war in Great Britain will there be an Orange contingent from the Western World to engage in the struggle? After describing the "two armed populations" in the North of

Ireland and talking of reprisals in the four Protestant counties of Ulster, he proceeds:

"This is the Irish aspect of the near future. But what about England and Scotland? I am informed by an English member of Parliament who was present at the signing of the covenant that, deeply as he was impressed by the scenes in Belfast, he was still more struck when, on landing at Liverpool at seven o'clock on a cold and wet morning, he found at least one hundred thousand people assembled to greet Sir Edward Carson on his return. Will the fiery cross be answered in Liverpool or in Glasgow? In both we have conflicting elements that may arouse religious strife to which Great Britain has happily long been a stranger. And what about Canada, in which there are, I am informed, about three thousand Orange lodges? Or the United States of America, in which thirty-seven hundred Orange lodges exist with an average membership of eighty? Will they endeavor to answer an Orange call? The answer to these questions is of vital importance to the stability and prestige of the Empire, and it is well to remember that the present restraint of the Orangemen and Unionists of the North is due to the guiding influence of leaders who have solemnly declared, and repeated at the opening of this Willowfield Drill Hall, that if the time should come when unhappily the Ulstermen must assemble with arms in their hands, they will be there to command and lead them. These men are no braggart agitators. The Duke of Abercorn has taken his full share in political work; the

Marquis of Londonderry has filled the office of Lord Lieutenant of Ireland. Sir Edward Carson, whose leadership is unanimously accepted, has been one of the chief law officers of the Unionist Government, and the names of those who attended the meetings and signed the covenant include men who have attained high rank in the Army. These men assert that any attempt to impose an Irish Parliament upon Ulster would be resisted, if necessary, by an appeal to arms. In pursuance of these resolutions the Orangemen of the North, as well as Unionist societies, have been making their preparations, openly but quietly, by drilling and by perfecting arrangements that would be necessary in the event of overt action if the forces to be used were to act as disciplined troops and not as an armed mob."

The confiscation of "loyalist" arms brings a smile to a writer in the Unionist *Morning Post* (London), who regards the number seized as insignificant, and remarks that "one consignment of arms has been captured, but only one, and the Government has locked the stable door when only one horse was left." But a very different view of it appears in the *Liberal Daily News*, which seems to think the Carson rebellion a solemn farce. It says:

"Yesterday a few more hundred rifles were seized in the course of smuggling into Ireland. The Ulster 'loyalists' hasten to assure the world that in spite of these 'misadventures,' the organization of 'resistance' will be continued with indomitable resolution. The rifles that have gone astray are but a few units of a great host, all carefully selected after the most exacting tests, and guaranteed to kill with the exactest ease and precision. Nevertheless, there are some skeptical individuals reckless enough to assert that the 'misadventures' may not have been so entirely accidental; rather that, like the drilling, the signaling, and the dispatch-riding, they are part of that elaborate façade—behind which there is nothing—intended to impress the susceptible with the terrible ominousness of 'Ulster's' resolution. The skeptics have something to go upon. There is the elaborate absence of precaution with which these arms have been smuggled in, like the dropping of the telltale fan in a pre-Ibsen comedy. Only one thing can be thought—that the army is a phantom, and the civil war melodramatic politics."



DRAWING THE LINE.

(Some Tory papers advocate deporting the militant suffragists.)
MR. BONAR LAW—"That's the way to treat rebellious lawbreakers, Carson—bring in a bill to deport them!"
SIR E. CARSON—"Yes—with a special provision for Ulster, of course."
—*Reynolds's Newspaper* (London).

SCIENCE AND INVENTION



THE HUMAN FLAW IN IRRIGATION SCHEMES

VAST TRACTS of land in the Far West, now valueless, can be made worth \$100 an acre by an expenditure of \$50 an acre. This would seem to be a good business proposition, and yet, we are told by *Engineering News* (New York, June 12), irrigation projects have too often failed. Some are successful, but irrigation bonds are in many cases practically unsalable, we read; bankers frequently refuse to finance such projects, and irrigation securities are shunned by many investors. What is the reason? The fault is not with the irrigation idea itself. In the decade since the passage of the Reclamation Act the bureau in charge of the government work has undertaken 29 projects, involving an expenditure of \$75,000,000. The Shoshone dam diverts the water to irrigate a valley of 150,000 acres that was a desert two years ago. To-day it has 200 farmhouses and three thriving towns, and 10,000 acres of it produced crops last year. In southern Wyoming the Pathfinder dam makes a reservoir whose waters irrigate a region twenty miles long and six miles wide, containing 1,500 families, and land-values there have risen more than \$4,520,000. And so the stories go. Chief Blanchard, of the Reclamation Service, paints an almost ideal picture of the life of the farmer in these resurrected regions, where the weather doesn't matter. Yet it seems that the farmers are not flocking in as fast as they ought to. Why? To a certain extent, no doubt, "wild-cat" schemes are responsible for this distrust, but according to the paper named above, the fundamental reason lies deeper. The trouble is not with finance, nor with engineering, nor with agriculture, theoretically considered. It is with the man who attempts to farm the irrigated land:

"There is one essential element in irrigation development which many shrewd capitalists who have undertaken irrigation work in the past twenty years have overlooked, and that element is the character of the purchasers of the irrigated lands.

"There are no doubt several millions of people resident in towns and cities who would be very glad to try the experiment of settling on an irrigated farm and enjoying all the delights so picturesquely set forth by the glowing prospectus writers, but a very small percentage of these people have the ready money to buy an irrigated farm at \$100 an acre, and an equally small percentage would know how to work such a farm profitably if they had it.

"The present situation is that the supply of irrigated land offered for sale has far outrun the supply of intelligent farmers who desire and are able to purchase such lands, and live upon and work them. In British India the irrigation works undertaken by the Government have been uniformly successful and have invariably returned a handsome margin of profit on the cost of the work; but British India is swarming with peasants who ask nothing better than the privilege of living upon and working land which yields them a bare subsistence. There is the greatest possible contrast between the irrigator of British India and the Americans in the Far West whom promoters of irrigation projects desire to place on the land.

"A very large proportion of land-buyers in the West have made money by land speculation. If the manager of an irrigation project can persuade land speculators to buy up lands at \$100 an acre on the ground that they are likely to be worth \$150 to \$250 in the course of two or three years, he is a lucky fellow. In fact, we are informed that where irrigation enterprises have turned out profitably to their promoters and investors, it has generally been because those in charge were shrewd enough to sell out at a sure profit rather than hold on to the land and wait for a rise.

"We should not be understood, however, as stating that there are no substantial intelligent farmers living on irrigated land in the West. On the contrary, there are a very great number of

them; but it requires large inducements to persuade enough of these men to move into a new country to fill up at once a large irrigation project.

"The development of an irrigation project is similar in many respects to the development of a tract of suburban land. Many an investor has learned by dear experience that it is impossible to build up quickly a suburban tract of large size and sell all the land at a large profit to *bona-fide* home-builders. . . .

"A good many engineers are of the opinion that it is easier to tackle all the engineering problems in building an irrigation works than it is to solve the human problem of managing the works after they are completed and keeping peace and harmony among the various water-users.

"Where an irrigation plant is permanently operated by a private corporation, there is apt to grow up antagonism of the water-users toward the company. Such antagonism toward corporations operating public utilities is a notable feature everywhere; but nowhere is it more injurious and dangerous to public welfare than in the case of irrigation companies. The welfare and very existence of the whole community are dependent on the supply of water available for irrigation. The whole community is endangered if the company which administers this supply becomes bankrupt so that it can not properly maintain and operate its plant.

"Because of this very general antagonism between the farmers and the corporation which controls the supply of water to their lands, the plan of having the farmers themselves own and manage the irrigation works on which they depend has been generally favored and is probably, on the whole, the best plan of control. Nevertheless, these water-users' associations also have their troubles. Personal jealousies and feuds and local politics too often result in incompetent men being placed in control of the works; maintenance may be neglected, and favoritism in the distribution of water may lead to litigation and loss."

But how about the government reclamation projects? Does not the very fact of government ownership and improvement obviate all the objections stated above? Apparently not, for if we are to believe this informant, a large portion of the land to which water is supplied on the Federal reclamation projects is not under cultivation because those who hold title to it have not actually settled upon it and gone to farming. Another large proportion of settlers who are living upon the land lack the capital or the ability to work their holdings successfully. The fact, we are told, is that while this work is free from the financial difficulties that hamper private enterprise, it has the same sort of difficulties to contend with in securing desirable settlement on the reclaimed lands. The financial returns from sales have fallen far below the amounts which would have been received by this time if the original plan had been successfully carried out. The reasons, the writer assures us, are substantially the same as those which have caused disaster to private irrigation companies. Is there a better way of doing things? He thinks that there is, and that it is now being practically illustrated on the other side of our northern border:

"It is of interest to contrast the difficulties above set forth in the sale and settlement of irrigated lands in the United States and the methods which are being pursued by the Canadian Pacific Railway Company in placing settlers upon its lands in the Canadian Northwest. . . .

"To make many of these tracts located in the arid regions cultivable, the railway company has engaged in irrigation work on a large scale; but instead of selling these lands to whoever may come, the railway company has adopted the policy of carefully selecting its settlers and future patrons. Agents of the company travel through eastern Canada and the eastern United States and select in country towns young farmers who have a good reputation for honesty, energy, and success in farming. After thoroughly investigating such men, the company makes them a

liberal offer to move to lands in the Canadian Northwest. We understand that to such men the entire capital necessary to make a start is furnished. The company erects farm buildings, breaks up the land, and puts in a first crop, so that the farmer from Ontario or New England when he moves to his new home and goes to farming has the great advantage of a complete going farm plant without undergoing for years the struggles and hardships of the pioneer life. He pays for his farm and home and stock year by year as he earns profits.

"By thus carefully selecting its settlers, the company insures not only financial success for them and for itself, but good social conditions in the new towns and communities it is creating. The emigrant moving to the territory knows that his life and property will be safe in his far-away new home.

"Of course it takes a very large amount of capital to finance land development in this way, but the capital is invested in a manner which makes the return upon it practically secure."

A RAILROAD ON A GLACIER

AN ALASKAN RAILROAD, the Copper River and Northwestern, runs for nearly seven miles over the lower end of the Allen Glacier, partly covered in this part with moraines and vegetation, altho at points the ice is visible. In an article contributed to *La Nature* (Paris, May 23), Prof. Laurence Martin, chief of the National Geographical Society's Alaskan expedition, describes this part of the road and recounts the dangers that it is running in its risky location. Fortunately, glaciers move slowly, and there is little peril of any sudden catastrophe.

Writes Professor Martin:

"During our visit in 1909, the ice was visible in six of the railway cuts on the terminal glacier; it was no longer seen a year later, altho it could be brought to light by digging slightly. In 1909 the railroad had been built on a sort of shield of morainic ballast, encased in the ice, which had been opened up with dynamite. It was found to be seriously changed in 1910, the sinking due to the melting of the ice varying from two to three feet in one place and to six or even eight feet in others. . . . The railroad men had endeavored to repair the damage by filling in. . . ."

"Nowhere else in the world—at least to our knowledge—has a railway line been constructed for nearly seven miles on the edge of a still active or 'living' glacier. Here the layer of ballast which supports the ties and rails lies directly on the ice, and not, as at the Heney Glacier, several miles to the north, on a solid moraine.

"This perilous situation gives rise to continual accidents; sometimes the melting of the ice displaces the profile of the road; sometimes there are formed new streams, which involve a read-

justment of the whole system of support; once even the abutment of a bridge slid 16 inches toward the river, and a new one had to be built. As these difficulties are renewed every summer, it is very expensive to maintain the way, and the speed of the trains must be kept very low, altho the passengers are never in danger, as a very close watch is necessarily kept of the road.

"What makes the upkeep of the road still more risky is the possibility of a forward movement of the glacier. The road would be destroyed and all traffic stopt, for there would be no possible way of getting out. After the period of immunity of 67 years, which is attested by the vegetation, a movement of this kind may take place any day. The danger seems particularly imminent in the years that are just before us; the neighboring glaciers, Childs, Grinnell, and Heney, moved forward in 1910 and 1911, which suggests that the

snow fields to the west of the Copper River should determine a similar movement for the Allen Glacier, situated exactly between Grinnell and Heney. It would seem that such a movement is always of short duration, and even, if the push is not too powerful, that its whole force may be supported entirely by the interior mass, as was the case in 1906 with the Bigarré Glacier. It may be hoped that the edge of the glacier surface, on which the railroad is built, will not necessarily be destroyed.

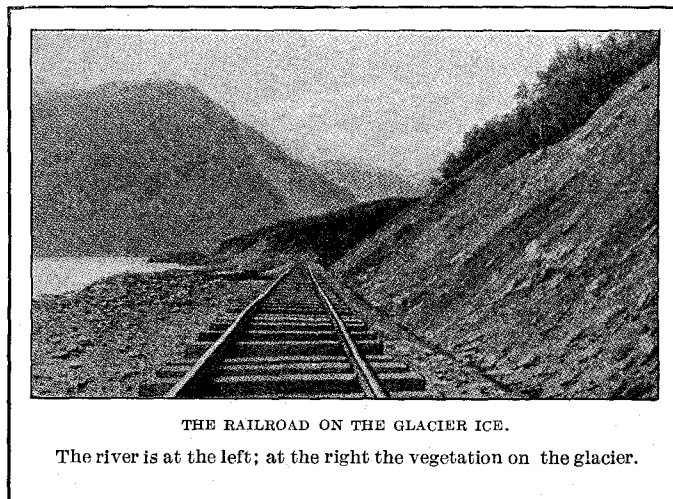
"The future will tell what these prognostications are worth. At present, Mr. Caleb Corser writes that the forward movement began during the summer of 1912. The southern edge of the glacier has thickened and cracked, and in September it fractured, showing clear blue ice where a thin moraine covered the ice in 1911. On the northern side appeared the same thickening with formation of crevasses, and a progression of the glacier reaching, it is said, 2,500 feet.

"On the other hand, the largest of the streams on the north side has left the bed that it has occupied since 1911 and has cut a new one, nearly a mile to the west. It has swelled, and has frequently left its banks, which has disturbed the railway embankment built at this point on deluvial gravel. Nevertheless, (by the end of September, 1912, the disturbance had not been sufficient to stop traffic.

"It may be asked why the engineers had adopted so dangerous a location. The reason is that it has the advantage of avoiding rock cuts, a tunnel, and two costly bridges over the Copper River. A serious error was committed, however, during the building of the road, by destroying all the vegetation along the track. If the alders had been left along the right of way, the melting of the ice would have been greatly retarded. This is so evident that it will prob-

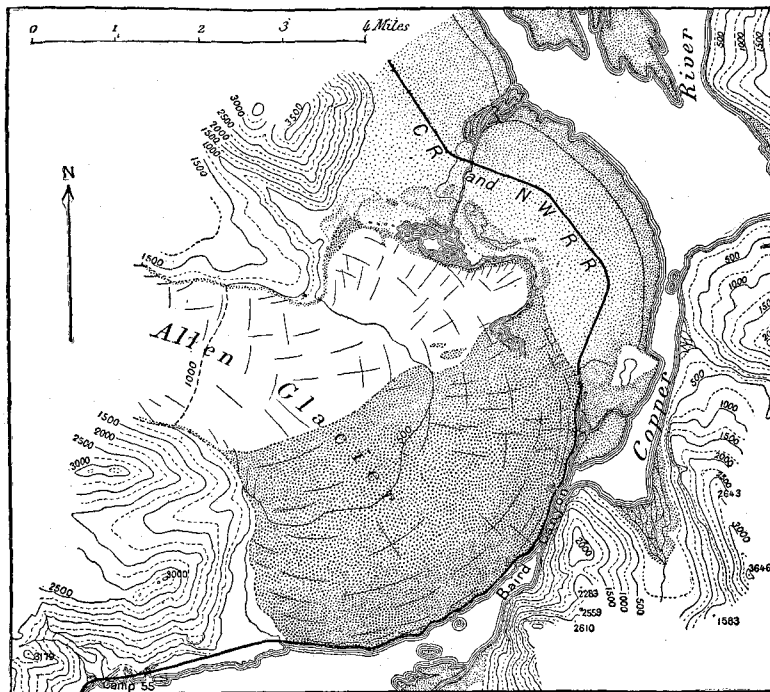
ably be decided to undergo the expense of a new plantation. If it should happen that the railway is destroyed by the forward movement of the glacier, it would be quite safe to rebuild it, for after reaching its maximum this movement would be followed by a recession and would not occur again in at least a century."

—Translation made for THE LITERARY DIGEST.



THE RAILROAD ON THE GLACIER ICE.

The river is at the left; at the right the vegetation on the glacier.



MAP OF THE ALLEN GLACIER, SHOWING COURSE OF THE RAILWAY.

A HINT FOR EARTHQUAKE FORECASTS

PROFESSOR OMORI, the great Japanese earthquake expert, thinks that earthquakes are caused, at least in many instances, by bulging of the earth's crust due to the pressure of its contraction. The crust finally fractures, with a shock, and returns to its normal level. The swelling and subsequent subsidence appear to the observer as slight local alterations in the sea-level, amounting at their greatest to only a few inches. In the scientific section of the *Journal des Débats* (Paris, May 22) we read that this may possibly lead to a method of earthquake-prediction. Says this paper:

"Is the sea-level constant? That depends on locality. In some places it scarcely varies, while in others it changes appreciably, often alternately in opposite directions.

"This is shown in two important memoirs published by Professor Omori, the well-known Japanese earthquake authority, in *The Bulletin of the Imperial Earthquake Investigation Committee*. Omori describes variations of sea-level ascertained from observations made from 1894 to 1910 at 10 Japanese stations. . . .

"From 1897 to 1899 the level rose about $2\frac{1}{2}$ inches; . . . from 1900 to 1902 it fell about $1\frac{1}{2}$ inches, rising again between 1902 and 1906, and then falling until 1909.

"Evidently these facts may be interpreted in two ways. We may suppose either that the level of the sea itself changes, or that what changes is the elevation of the land. . . . How shall we decide which is the changing element? Simply by observing that not far from stations where there is variation, there are others when there is none or where the movement is even in the opposite direction. In these conditions we can not well suppose a variation of the sea, as it would be noticed everywhere; so we must conclude that there is a change of elevation in the land."

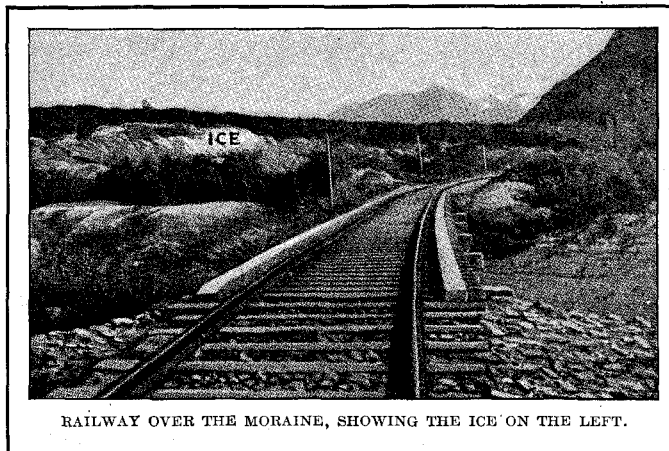
Professor Omori supports this theory by facts observed in Europe, seismic observations in Japan having been made for too short a time to draw conclusions from them. It would appear that the great earthquake at Messina took place at a time when the sea-level was at a minimum; that is, when the land elevation was at a maximum. Just after the quake the sea rose; that is, the land fell. This is Professor Omori's idea of what really happened:

"For years the land had been gradually rising. That is to say, a part of the earth's crust, under pressure from the adjoining masses, squeezed by them, curved upward, just as a sheet of cardboard curves when grasped by the two hands and pushed together. Hence the lowering of the sea-level and the recession of the water abandoned by the rising shore. But in 1908, the

tension due to this upward swelling exceeded the crust's limits of resistance, and this evidently ended in a fracture, owing to which, with some crushing and friction—which explains the large number of shocks—the swelling flattened out and dropt, and the ground resumed its normal level.

"In these conditions, we may ask whether the progressive lowering of the sea-level (indicating an upward swelling of the land) does not constitute a warning of an approaching earthquake. . . . It would be premature to conclude this, evidently,

but it remains a fact that the earthquake of 1908 took place after a continuous sinking of the sea-level for nine years, that is, after a rising of the land. . . . In any case we must continue our researches and investigations, and the study will be a most interesting one."—*Translation made for THE LITERARY DIGEST.*



RAILWAY OVER THE MORAINES, SHOWING THE ICE ON THE LEFT.

THE DWARFS OF BERGAMO

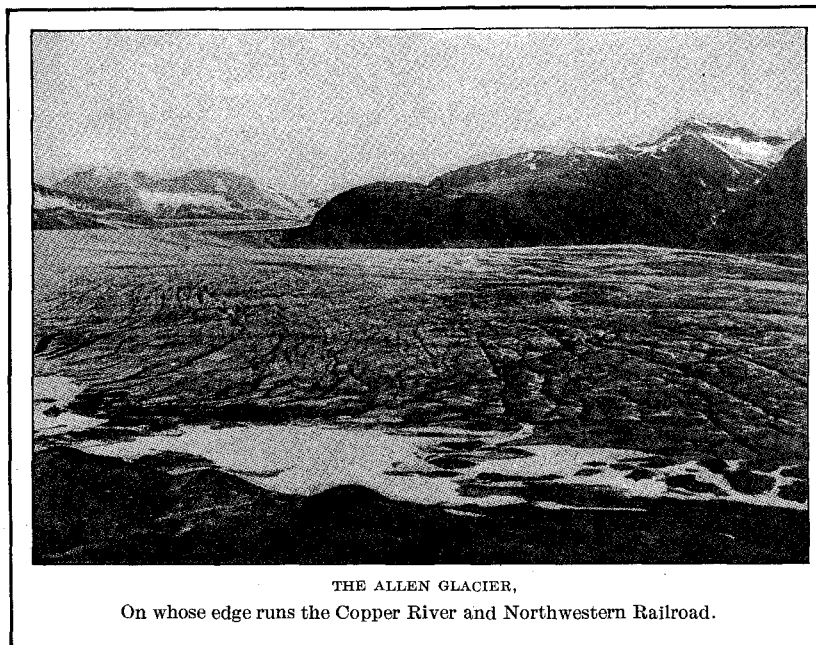
THAT THE CITY of Bergamo, Italy, has an abnormal number of

dwarfs of a peculiar type is asserted by Prof. Max Kassowitz, of Vienna, who was struck with this fact during a recent visit. From an allusion to the town in one of Shakespeare's plays, he is led to believe that this peculiarity is of long standing. The technical way of putting it is that there prevails in Bergamo "endemic micromelic dwarfism." In other words, the dwarfs of Bergamo have "large crania, broad in the vault, with the root of the nose depressed, and have short and twisted limbs." We read in *The British Medical Journal* (London, May 24) that Professor Kassowitz was only about two hours in the Upper Town of Bergamo, and yet he counted at least twenty of them there, tho he noted not more than one in the Lower Town. This paper goes on:

"The subjects were both adults and children, and it seemed to him that there were more women than men. They all had intelligent faces. He calls upon the medical men of Italy, and especially of Bergamo, to investigate this curious instance of endemic micromelic dwarfism, and refers to a possible, altho not a very probable, allusion to its occurrence in this same town in Shakespeare's time.

"In 'A Midsummer Night's Dream,' Bottom, the weaver, says: 'Will it please you to see the epilog, or to hear a Bergamask dance between two of our company?' 'A dance of

clowns' then takes place. A 'Bergamask' is defined as a rude clownish dance, such as the people of the town of Bergamo were wont to practise, and there is evidence that the people of this town were spoken of commonly as clownish in manners and in speech. . . . There is another saying in which they are described as buffoons. . . . There is also some evidence that in stage representations the clowns were made of a stunted and contorted, dwarfish appearance. It will be interesting if the Bergamask doctors are able to throw any light on this matter."



THE ALLEN GLACIER,

On whose edge runs the Copper River and Northwestern Railroad.

THE POOR MAN'S MOTOR

THE UNITED STATES has led in the production of high-class motor-cars within the reach of men of moderate means, but it seems that Great Britain has already taken the next step, in the production of a "poor man's car," the "cycle-car" or "monocar," a one-seated motor, weighing less than 300 pounds and costing as low as \$275. Even below this is the so-called "auto-wheel," a motor attachment to an ordinary bicycle. From an article in *The Motor Age* (Chicago, May 22), we learn that the dream of the promoters of the cycle-car movement in England, where it has already made long advances, is a time when every able-bodied citizen will either ride or drive some kind of a power-vehicle. A tremendous interest in the possibilities of the "poor man's motor," we are told, in addition, is now being aroused in our own country. Says the paper just named—speaking first of the ordinary pedal-driven bicycle:

"In Great Britain there must be well over 5,000,000 in use, the number being added to each year by part of an output that is estimated as not fewer than 500,000 annually. This year there is something in the nature of a famine in bicycles. The next stage is the autowheel, a little auxiliary motor-wheel which trails alongside and slightly behind the bicycle to which it is attached and pushes it along. It seems likely to fill the gap between the bicycle and the motor-cycle. The motor-cycle and the motor-bicycle and side-car are the next stages which bring us to the cycle-car, followed by what are known as miniature cars, light cars, and then the motor-car proper, and of all these various means of mechanical progression, with the solitary exception of the pedal bicycle, the cycle-car seems likely to have by far and away the greatest number of devotees.

"Three years ago the number of manufacturers who had the idea of a simple motor of low first cost and economical to run could be counted on the fingers of one hand; to-day on the English market there are no fewer than 120 different machines offered at prices ranging from \$425 to \$925, and this does not take into account about a score of cycle-cars which have not penetrated beyond the market for this type of motor vehicle in France.

"Every week sees the production of two or three more entirely new machines, some incorporating very novel ideas, others merely copies of big cars reduced to a small scale. Every week sees more and more of these machines on the road, and on Saturdays and Sundays on each main highway from London at, say, twenty miles from town any number from half-a-dozen to a score will pass the onlookers in an hour.

"The attention they create is astonishing. There is an active organization known as the Cycle-car Club, which holds rallies, runs, and trials throughout the year, and at each of these motorists, motor-cyclists, and the non-motoring public collect in their hundreds, having come down to have a look at the wonderfully interesting little machines. It is impossible to leave a cycle-car, especially if it be what is known as the simple type, outside a hotel or restaurant while the owner goes inside for a meal without finding a big crowd collected around the machine when he emerges.

"The public is filled with enthusiasm for the new movement and takes the keenest interest in the performances of the little

machines. Some of these are small, compact, and very comfortable, the replicas of big cars; others strike out on original lines with a more sporting appearance and with either chain or belt-drive, but the biggest baby in the cycle-car world and the one which is creating the most public interest is the monocar, or single-seated cycle-car. It has been predicted that this eventually will prove to be the biggest phase of the whole movement.

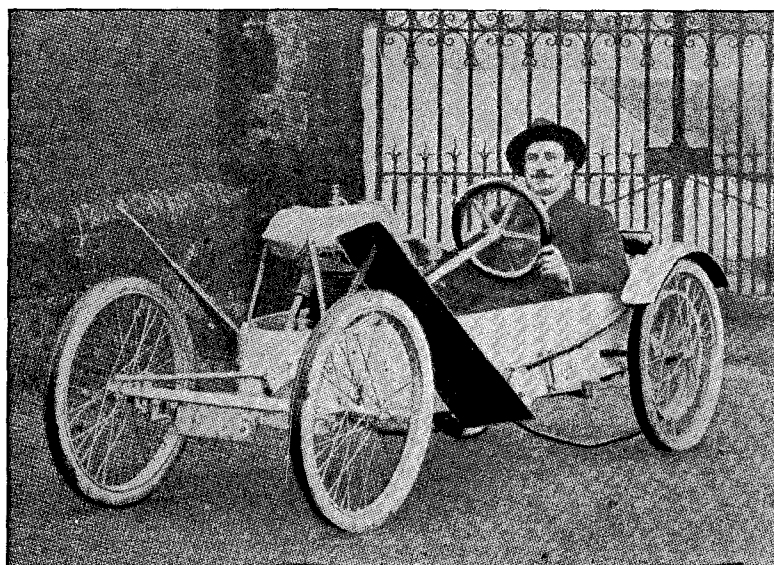
"Three single-seated cycle-cars are now offered for sale, two at the price of \$275 and the other at \$420. One . . . is just a

tiny torpedo shell on four wheels with a little single-cylinder engine placed behind the back axle, which it drives by means of a short chain. In the original model, to start, the driver ran alongside it, lifting the exhaust valve as with a motor-bicycle, then dropping the exhaust valve and jumping in when the engine fired. In later models a clutch is fitted.

"It is very interesting to observe the emotions raised by these tiny little one-man-carrying motor-cars. Many people laugh and say how absurd they look.

"Others, who never have fancied the motor-bicycle because of its tendency to sideslip and its general instability, jump at once at the idea of a motor-bicycle on four wheels, which is what the monocar represents, and which costs but little more. . . .

"So far the popularity of the cheap American car has not made an impression on the development of the cycle-car, for the two machines appeal to entirely different classes."



From "Motor Age," New York.

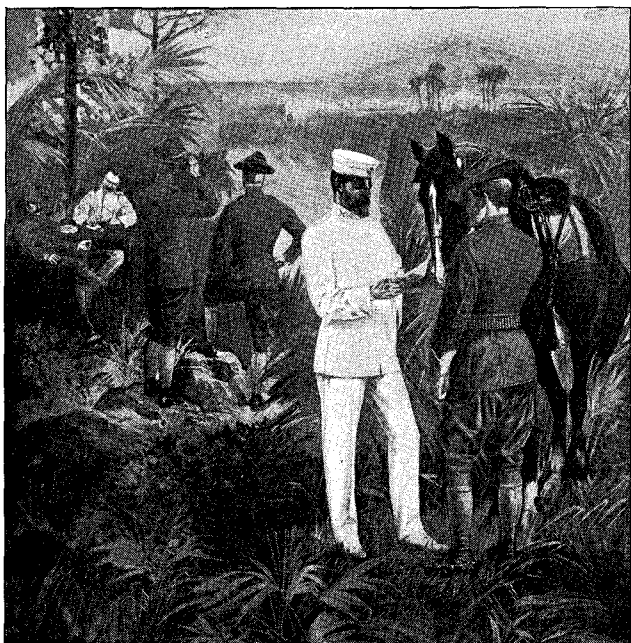
HE BUILT THE FIRST CYCLE-CAR IN ENGLAND.

Harold Dew in his latest single-seater or monocar. It weighs under 300 pounds, is belt-driven, can make 35 miles an hour, and costs as low as \$275.

RECRUITING BY MOVING PICTURES

THE USE of attractive pictures of military life to aid recruiting is familiar to all. It has even been suggested that the colored posters commonly employed give rather too rose-colored an idea of the soldier's daily routine. He is shown in spotless uniform saluting a spick and span officer amid magnificent scenery—the private is never seen running a lawn-mower or carrying pails of water. The same objection can not be made to the moving picture, for it depicts actual scenes in camp or on the march. The plan has been used with success in the National Guard, and it is now proposed for the regular Army. Says Major R. C. Croxton, U. S. A., writing in *The Infantry Journal* (Washington, May-June):

"Boiled down to a cold business proposition, the United States wants about 30,000 men every year. It has certain advantages to offer and it requires certain things of the men wanted. What are these advantages and requirements and how can they best be made known to possible applicants? Among the advantages are good food, comfortable barracks, medical attendance, sure pay, sanitary habits, healthy exercise, chance to improve one's education, service in various parts of the world, increased pay and promotion if merited, retirement on three-fourths pay after thirty years' service, etc. The requirements are sound physique, rigid discipline, attention to duty, neatness, cleanliness, sobriety, and development of character so as to be useful to one's country in developing and shaping a machine which will be efficient either in preserving peace or in waging war. These things can best be shown to the men wanted by moving pictures with explanatory printing and brief lectures.



ARMY LIFE—THE IDEAL AND THE REAL.

The old-time fashion-plate posters, like the one on the left, supposed to attract recruits, are being supplanted by moving pictures of actual army scenes. The picture on the right is as near a moving picture as is possible to print here. It is being used by the recruiting officers in New York City.

"It is a fact that the Government has nothing to conceal from any prospective applicant as to any feature of the different arms of the service; on the contrary, all possible information is given to inquirers in order that they may decide, first, whether or not they want to enlist, and, second, which arm of the service will best suit their ideas. But it is also a fact that no officer or soldier can give to the average applicant a true idea of the service as it will appear to the recruit during the first few months of his enlistment. . . . The Government is in the market for men; it is advertising its wants. Certainly there is every reason why it should use the most economical and up-to-date methods in reaching the best class of men to fill its ranks, and to show such men as truthfully and completely as possible just what the service of a soldier means. Moving-picture parties, properly equipped, will produce better results at much less cost than now and will reach and attract a class which present methods seldom reach. . . .

"These pictures and slides would be interesting to all persons, of whatever degree. They would speak for themselves as giving a true idea of army life and the men attracted by them would undoubtedly prove better material than the service now attracts. . . .

"In the average town of from 20,000 to 200,000 inhabitants, nearly as many men would see these pictures in from three days to two weeks as notice the present advertising methods in a year. We would thus practically secure the entire recruit material of the town in one short visit and do so at less than half the present cost; and in addition each party would leave an educational advertising impression upon fully 300,000 people a year that would be cheap at ten times the cost. There is certainly no doubt that the proposed method would attract better men, nor is there a doubt that the men attracted would be less apt to desert or be run out by court-martial sentence. They would be shown practically all phases of the soldier's life and would come in with their eyes open."

Uncle Sam has been forestalled in these methods by the Michigan National Guard. In the same issue of *The Infantry Journal* in which Major Croxton's article appears, Major M. J. Phillips, Michigan N. G., tells of his success in the actual use of moving pictures. A board of five officers was named last summer to carry out the plan, and its practical accomplishment was left to Major Phillips, aided by the photographer. Says this officer:

"I knew that the impression is general that camp is a 'ten days' drunk,' at which the men spend the taxpayers' money in having a 'good time.' So there was no display of bottles or kegs, and no

horseplay. Our aim was to picture the Guard busy at interesting employment out-of-doors, at occupations requiring intelligence. We felt that pictures of this description would appeal to the parents whose influence is now keeping many young men out of the service. In short, we wanted to educate the public."

The cooperation of the moving-picture houses was secured by a brilliant plan that is thus outlined:

"After the films had been edited, titled, and assembled, I was ordered to visit each of the thirty-five company stations, or headquarters, in the State, and lecture with them, making my own itinerary and arrangements. The plan generally followed, except in two or three larger cities, was to show for two days at the leading moving-picture house or theater having projecting machine equipment. The house-manager could usually be induced to turn over his theater free of charge to the local company for its exclusive use the first day, in return for the use of the films for his own profit the second day. On the first day, members of the company, their friends, and prospective recruits and their friends, were admitted without cost. The next day, it was up to the general public, and they invariably responded with packed houses."

"After the first few days as an 'actor,' I discovered that the people are appallingly ignorant of things military, and so explained each foot of film shown. In addition, an introductory talk and a little address between each two reels were necessary. I carried about forty slides, including photographs of the Governor, the Lieutenant-Governor, other prominent men, and scenes not shown in the 'movies.' Two very valuable slides were a military map of Gettysburg and another model military map, showing a smaller expanse of country, on which roads, streams, hills, crops, woods, and farmhouses were correctly depicted. These were used just before the infantry reel, so that the audiences secured a good idea of what the military map, on which the problem was based, looked like. . . .

"The legislature has evinced a very kindly feeling toward the Michigan National Guard since we gave a special performance for them. The usual attempt on the part of some rural member to cut down our annual appropriation, thereby involving us in a protracted and exhaustive campaign, will not be made this session, thanks to the films."

"As to the general value of the exhibitions, they have, emphatically, fulfilled the purposes for which they were projected. Company commanders write that they have many desirable enlistments; that *esprit de corps* has been fostered, and that the standing of the company in the eyes of the home people has been raised greatly. Several companies have applied for return dates."

LETTERS AND ART

OUR \$600,000,000 MUSIC BILL

STARTLING FIGURES of what we pay for music are brought out in a new investigation of the question, "Are we a musical nation?" The figures are gathered by Mr. John C. Freund, editor of *Musical America* and *The Music Trades* (New York), and convince him that we are. The people of the United States, he discovers, spend nearly \$600,000,000 a year to gratify their taste for harmony. This total, he says, represents a conservative estimate, and does not include the box-office receipts of musical comedies. The largest item is \$230,000,000 found under the head of "musical industries"—musical instruments, sheet music, talking-machines, and records. Next comes \$182,500,000 for tuition, followed by \$55,000,000 for church music, \$35,000,000 for brass bands, \$30,000,000 for "concerts of all kinds, including recitals by artists, women's clubs, and symphonic orchestras," another \$30,000,000 for orchestras that play in theaters, \$8,000,000 for opera, and \$3,500,000 for musical publications and musical critics. These figures were laid before the recent convention of New York State Music Teachers at Saratoga in the course of Mr. Freund's discussion of the tremendous musical uplift which has taken place in this country during the past decade. Scarcely less interesting are some of the other statements and comparisons contained in his address, from *Musical America's* summary of which we quote as follows:

"Analyzing these figures, Mr. Freund said that he had obtained them after forty years' intimate acquaintance as editor of musical papers, by careful computation and with assistance from the census bureau in Washington.

"He said that this meant that this country spent annually for music three times as much as was spent on the Army and Navy, nearly three times as much as the postal receipts, within 20 per cent. of the hay crop, which is the biggest crop in the country, and within 15 per cent. of the cotton crop, which is the next largest crop. It meant also that there was spent for music four times as much as the value of all the agricultural implements in the country, three times as much as the value of all the poultry raised in a year, and 33 per cent. more than the entire output of the woolen industries.

"He said that a significant feature of the figures was that while a large amount in itself was spent for opera and concerts, especially of foreign artists, the amount was insignificant compared with what was spent for tuition, pianos, and talking-machines, which virtually meant 'music in the home.'

"Mr. Freund further pointed out that in this country, while we spend three times as much for music as we do for the Army and Navy, in Germany, which is considered the most music-loving nation on earth, they spend ten times as much on the Army and the Navy as they do on music. . . .

"Contrasting the present condition of the musical industries, Mr. Freund said that whereas about half a century ago we were

absolutely dependent on foreign countries for our musical instruments, especially our organs, we to-day were practically independent, and even exported pianos, organs, and other musical instruments to the extent of several millions annually, while in the manufacture of pianos, organs, harps, and guitars, we had not only surpassed the world, but our manufacturers had gained international renown. . . .

"He said that there were some 250,000 registered music teachers in the United States, about one-half of whom were found in the five States of Massachusetts, New York, Pennsylvania, Ohio, and Illinois. In the next group came Connecticut, New Jersey, Michigan, Indiana, and California.

"In the course of his address Mr. Freund said that it must never be forgotten that from 70 to 75 per cent. of all the money spent for music was spent by women. He said that as they had unquestionably formed the leading factor in the musical uplift in the country they would not only continue to do so but would, in the coming years, carry us to a higher plane of musical appreciation and culture, and, in this way, prepare the nation for an artistic growth which he said he scarcely dared to prognosticate, and that he believed the time to be coming when this country would be as independent, in a musical sense, of the rest of the world, while ever ready to welcome the great artists, as it had become first politically, then industrially, commercially, and finally financially independent.

"As an indication of the vast increase in musical interest, he contrasted the little attention given to music by the press throughout the country even fifteen or twenty years ago, with the columns devoted, in all standard publications, whether daily, weekly, or monthly, to musical affairs to-day.

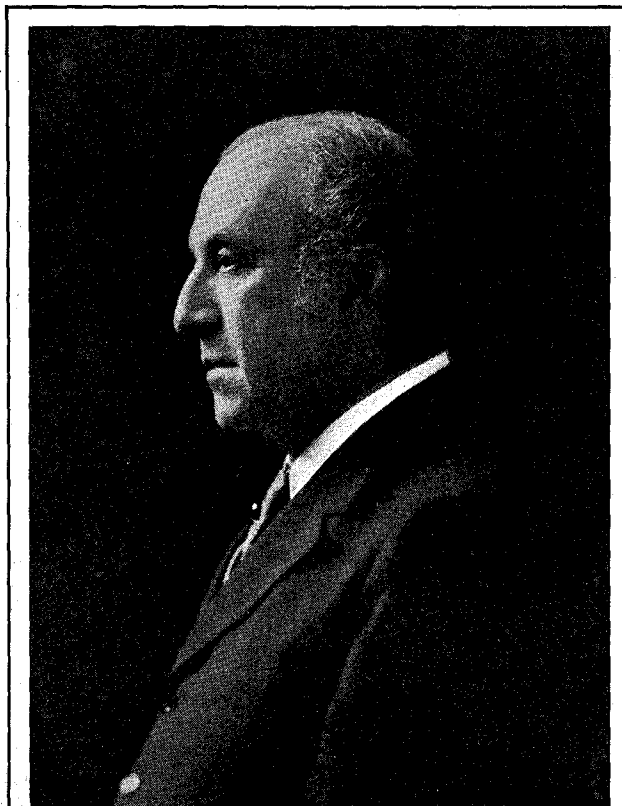
"It must also not be forgotten, said Mr. Freund, that this country was forging ahead not alone in the amount of money it spent on music, not alone in the thou-

sands of persons interested in music, whether as teachers or executants or in homes, but in the consequently rising standard which prevailed, and which, indeed, had gotten to such a point in our leading cities that it was no longer possible for a foreign artist or conductor, unless he was absolutely of the highest rank, to come here and win success."

"Facts like these are as significant as they are gratifying," remarks the *Philadelphia Press*, and in the *New York Tribune* we find not only acceptance of this dollar test, but a rather surprising tribute to the "mechanical music makers":

"This may be called a Yankee method of calculating a nation's artistic ability. Yet it is a highly interesting one and quite applicable to our case. No one could assert that we had been or were to-day a musical nation at all comparable to the Germans, for example. The question is, Are we becoming a musical nation? On this point the figures have a very real bearing.

"No amount of book-reading or school-training can ever make us musical any more than it can cultivate taste in any other art. The futility of that short cut is now well realized. 'Culture' of



JOHN C. FREUND.

Who convicts us of being a musical nation by the discovery that we spend nearly \$600,000,000 a year for music.

that brand has earned the scorn which it deserves. Living among beautiful things and the habit of hearing music belong in quite another category, however. The taste that is thus slowly developed is a real part of the mind and not a glib patter or a pose.

"Here is where our national expenditure for music must surely count in the end. And no one item is half as important as the two and a third millions spent on music, musical instruments, and all the miraculous range of mechanical music makers in which America leads the world. Certain lofty souls are inclined to smile sadly at these ubiquitous affairs. Yet they are actually disseminating music more widely than was conceivable before. And if we ever do become a musical nation we shall have these wonderful modern 'music-boxes' to thank."

A DANGER IN COLLEGE DEBATES

A DEMORALIZING TENDENCY in the present method of college debating contests is pointed out by Colonel Roosevelt in the first chapter of his autobiography, and is discussed in *The Outlook* and in a number of college papers. This method, says the Colonel, puts a premium on mental ingenuity and discounts conviction. In his indictment of this time-honored college institution he declares himself entirely out of sympathy with "debating contests in which each side is arbitrarily assigned a given proposition and told to maintain it without the least reference to whether those maintaining it believe it or not." Such debates "encourage precisely the wrong attitude among those who take part in them," since they "make the contestants feel that their convictions have nothing to do with their arguments." "I am exceedingly glad," he goes on to say, "that I did not take part in the type of debate in which stress is laid, not upon getting a speaker to think rightly, but on getting him to talk glibly on the side to which he is assigned, without regard either to what his convictions are or to what they ought to be."

"Is there something in Colonel Roosevelt's contention?" asks *The Harvard Alumni Bulletin*; and it prints, as a partial answer to its question, this letter from Mr. Hans von Kaltenborn, in which the writer describes his own experience as a debater:

"In my own case, after thinking, talking, and believing that Federal incorporation is about the most unsatisfactory solution of the trust problem, I was sent to Princeton to argue for Federal incorporation. The insincerity and artificiality of my speech was as apparent to the judges as it was to myself, and we lost the debate largely because my speech failed to carry conviction. Moreover, I have never ceased feeling thoroughly ashamed for having yielded to the persuasion of the debate managers. Throughout the trials, which extended over a period of several weeks, and in the course of which I spoke as I believed, points and illustrations suggested themselves spontaneously. In reading, my mind grasped quickly and eagerly everything that bore on my contentions. Having made the team . . . for three weeks—the most arduous and unpleasant weeks of my college career—I struggled to change my belief and to armor myself against it with an increasing array of 'proof.' When the day came

I went into the debate without joy or confidence. I came out feeling bitter and sick at heart over having brought defeat to my college without the consoling reflection that I had done my best."

"One give-and-take session with men who believe what they say and are permitted to say what they believe," concludes Mr. von Kaltenborn, "is better training than a dozen formal debates."

A LOSS TO LITERARY JOURNALISM

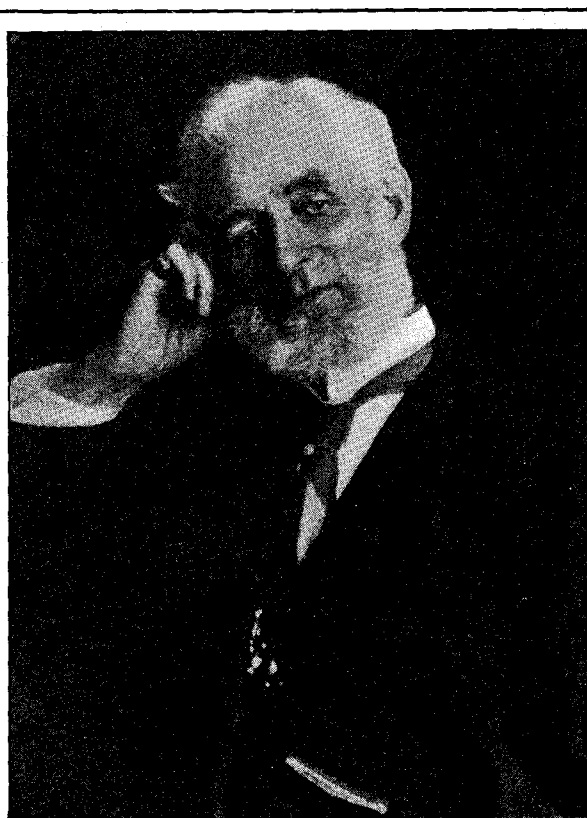
SUCH MEN as Francis Fisher Browne "make little noise in the world, and are seldom known in their own day, but posterity has a habit of finding them out," writes one editor, commenting on the recent death of the man who more than thirty years ago founded the *Chicago Dial*. The *Chicago* of 1880, which Mr. Browne had the temerity to select for the launching of a purely literary magazine, has been described as "a veritable hotbed of philistinism." Yet under the influence of his devotion and enthusiasm this incongruous venture so flourished that when he laid down its editorship a few weeks before his death *The Dial* had won and long held a place all its own among our publications. As the *Chicago Public* remarks, it is "probably the only purely literary paper that has survived in this country without other interests and unconnected with any other publishing venture." *The Dial's* independence of other interests, however, did not date from the beginning, since for the first twelve years it appeared under the imprint of the publishing house of McClurg & Co. It was in 1892 that Mr. Browne acquired Messrs. McClurg & Co.'s interest, *The Dial* at the same date being changed from a monthly to a semimonthly publication. In *The Dial* for June 1 we find the following tribute to its founder:

"His death has occasioned little comment outside the circle of those who in one way or another came in direct contact with his personality. Like all sensitive and finely grained natures, he made no claims for himself, preferring rather to work obscurely for high ends than to gain popularity at the slightest cost of lowered standards. He belonged dis-

tinguished to the older editorial school—the genial and scholarly and urbane type which, as long as Mr. Howells and Mr. Alden are with us, can not yet be termed extinct. . . . It can not be doubted that in the rolls of the future the name of him who has just left us will be found with that small but shining company of whom Curtis and Norton and Stedman are perhaps the chief recent exemplars—the men whose lives were given with quiet steadfastness to advancing the interests and enhancing the honor of culture in America."

In addition to his magazine writings Mr. Browne published a small volume of poems called "Volunteer Grain," and "The Everyday Life of Abraham Lincoln," and compiled and edited several anthologies.

While *The Public* characterizes him as "throughout his life a democrat, an open-minded radical, a living refutation of the idea that culture and democracy are incompatible," it seems



FRANCIS FISHER BROWNE.

Who founded, and for nearly a third of a century conducted, the *Chicago Dial*, "probably the only purely literary paper that has survived in this country without other interests and unconnected with any other publishing venture."

that his democracy did not make him subservient to the mob's point of view. Thus we are told by John Burroughs that "Francis Browne never went with the great crowd either in politics or literature or religion." To quote further from this tribute of an old friend:

"His keen sense of the real values in life kept him apart from the loud and scrambling multitude, and made him an inspiration to all persons of fine and heroic ideals. *The Dial*, which he founded and conducted so long, has been a distinct force in our higher civilization. He had one gift which I have never known equaled, and which probably was not posset in the same manner by any other person of his time—I mean his prodigious capacity to absorb and repeat the best lyric poetry. His mind was a veritable anthology of all the best short poems in English and American literature. He did not have to memorize a poem as most of us do in order to retain it: he got it by a kind of spontaneous absorption, and it apparently required no effort of memory for him to recall it—it had become a part of the vital current of his life. I verily believe that without any apparent effort he could recite the greater part of the poetry contained in his selection called 'Golden Poems.'

"And this wonderful capacity to retain the poetry of other people did not stand in the way of his producing many fine poems of his own. His father before him was a poet, and the sacred fire gained rather than lost in the keeping of the son."

POETRY AND PROFITS

THE TRADITION that he who serves the muses must be content with rewards other than financial is rather startlingly confirmed by a recently published letter from Robert Browning to the officials of the British Inland Revenue. Altho this letter was written in 1880, when the poet was sixty-eight and his reputation had long been established, it reveals the fact that the profits he derived from his poetry were negligible, if indeed he was not actually out of pocket. Most of his work, he says, was published at his own expense, which "was never repaid." It is to be noted, however, that he did not sell his poems to magazines before publishing them in book form, and that the possession of "a little independence" relieved him of any necessity of exploiting his gift financially. Commenting on this letter *The Bellman* (Minneapolis) remarks:

"It does not follow from this that had Browning not posset private means a callous world would have allowed the poet to starve to death in a garret. Under the spur of necessity his methods both of writing and of publishing would no doubt have been radically different. As it was, he deliberately turned his back on the mercenary side of his calling. 'I write poems,' he says, 'and no prose whatever, having never in my life written one line for a newspaper, review, periodical of any kind—with a single exception in the case of a magazine ten years ago or more.' The exception was a poem written for a charity, which derived five hundred dollars from its publication. 'My poems,' he adds, 'are unpopular and unsalable, being only written for myself and a certain number of critics whose approbation is satisfaction enough.'

"Had the poet chosen to exploit his wares he could no doubt have made a bare livelihood; but when all allowances are made for his indifference to pecuniary reward, the result is sufficiently astonishing. . . . His reputation had long been established, and Browning societies were busy up and down the land burning incense to their hero and dissecting and torturing his verses. From the sale of his works in this country, where they had a wide vogue, it is true that on account of inadequate laws of copyright he received no profits; but even so, one would have supposed that, however far he was from being a 'popular' poet, he would have met with sufficient appreciation in England to have secured him a modest competence.

"The moral seems to be that which Alfred Noyes recently preached to us and which he himself has put into practise with no small degree of success, that a poet, if he is to receive the pecuniary recognition to which he is entitled, must adopt the business methods that are applied to any other profession, not excluding, let us whisper it, the sweet uses of advertising. Only thus, unless, like Browning, he happens to possess 'a little independence,' can he escape the traditional lot of poets—a garret in his lifetime—and the Hall of Fame after his death."

OUR ARCHITECTURAL CHAOS

CHAOS, according to Ralph Adams Cram, one of our most distinguished architects, "is the only word that one can justly apply to the quaint and inconsequent conceits in which we have indulged since that monumental moment in the early nineteenth century when, architecturally, all that had been since the beginning ceased, and that which had never been before on land or sea began." Becoming more specific in his dates, Mr. Cram places the "monumental moment" here referred to somewhere in the decade between 1820 and 1830. "What happened, then, in 1825, what is happening now, what is going to happen?" he asks, and in answer to the first part of his question, replies (in the *July Yale Review*, New Haven):

"We all know what our own Colonial was like; perhaps we do not fully realize how varied it was as between one section and another, but at least we appreciate its simplicity and directness, its honesty, its native refinement and delicacy, its frequent originality. It isn't the same as English Georgian; sometimes it is distinctly better, and, however humble or colloquial, it is marked always by extreme good taste. If anything, it improved during the almost two centuries of Colonial growth, and when the nineteenth century opened it was still instinct with life. A half century later where were we? Remember 1850, and all that date connotes of structural dishonesty, stylistic barbarism, and general ugliness! Here is the debatable period, and we may narrow it; for in 1810 and in 1820 good work was still being done, while in 1840, yes, in 1830, the sodden savagery diluted with shameless artifice was widely prevalent. To me, this decade between 1820 and 1830 is one of the great moments in architectural history, for then the last flicker of instinctive art among men died away, and a new period came in. Such a thing had never happened before: it is true Rome never matched Greece in perfection of art; the dark ages after her fall were dark indeed; the second dark ages after the death of Charlemagne were equally black; while the transition from Gothic to Renaissance was not without elements of disappointment; but at none of these transitional moments were people absolutely wrong-headed, never was the work of their hands positively disgraceful. Even now we put their poor products in our art museums, where they are not outfaced by the splendid monuments of the great and crescent epochs. In a word, what happened about 1825 was anomalous; it happened for the first time; and for the first time whatever man tried to do in art was not only wrong, it was absolutely and unescapably bad."

For some examples of the chaotic architectural conditions that followed, Mr. Cram commends us to Fifth Avenue, New York. We read:

"A walk up Fifth Avenue from Madison Square to the Park, with one's eyes open, is an experience of some surprises, and equal illumination; and it leaves an indelible impression of that primal chaos that is certainly without form, if it is not wholly void. Here one may see in a scant two miles (scant, but how replete with experiences!) treasure-trove of all peoples and all generations: Roman temples and Parisian shops; Gothic of sorts (and out of sorts), from the 'Carpenter-Gothic' of 1845, through Victorian of that ilk, to the most modern and competent recasting of ancient forms and restored ideals; Venetian palaces, and Louis Seize palaces, and Roman palaces, and more palaces from wherever palaces were ever built; delicate little Georgian ghosts, shrinking in their unpremeditated contact with Babylonian skyscrapers that poise their towering masses of plausible masonry on an unconvincing substructure of plate glass. And it is all contemporary—the oldest of it dates back not two generations; while it is all wildly and improbably different."

Turning to the question, "What is happening now?" Mr. Cram finds the following styles contesting for the field: Three kinds of Classic, namely, pure Classic, Beaux Arts, and neo-Colonial; Gothic (of which Mr. Cram is himself perhaps the most eminent exponent); steel-frame; and Secessionist. "Each," he says, "is contributing something to the mysterious alembic we are brewing; and all we hope is that out of it may come the philosopher's stone that, touching inert matter, shall turn it

into refined gold—which, by the way, is the proper function of architecture and of all the arts.” Becoming more optimistic as he turns to the future, he goes on to say:

“I believe all the wonderful new forces now working hiddenly, or revealing themselves sporadically, will assemble to a new synthesis that will have issue in a great epoch of civilization as unified as ours is disunited, as centripetal as ours is centrifugal, as spiritually efficient as ours is materially efficient; and that then will come, and come naturally and insensibly, the inevitable art that will be glorious and great, because it shows forth a national character, a national life that also is great and glorious.”

“THE SHAKESPEARE OF JAPAN”

THIS TITLE is applied by his countrymen to Chikamatsu Monzaemon, who, born nearly a century later than Shakespeare, is credited with being both the creator of the Japanese drama and the most prominent figure in its history. His plays, of which the fifty-one still in existence are said to be only a portion, were first written for a marionette theater at Osaka. While they cover a wide range of subjects, the author seems to have had a predilection for tragic love episodes. These facts and those which follow are gathered from an article by H. Kazumi in *The Japan Magazine* (Tokyo, June). Chikamatsu's origin and early youth, we read, are still involved in some obscurity, but most of his biographers agree that he was born in 1653, of *samurai* stock, in the little village of Hagi, in Chosu, and that, like the great Japanese novelist, Bakin, he afterward renounced his class and became a *ronin*.



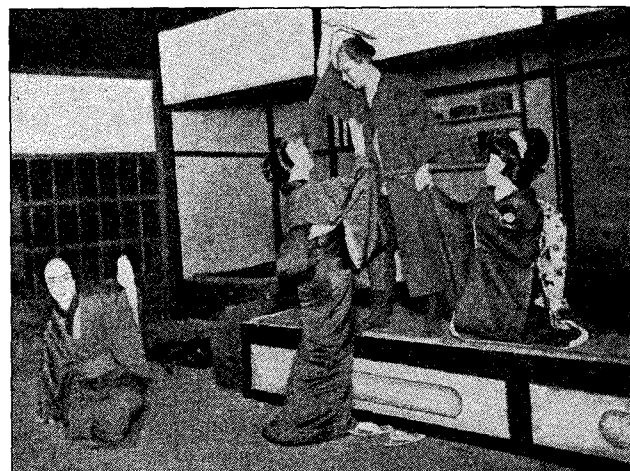
CHIKAMATSU MONZAEMON.

Father of Japanese drama. His countrymen compare him with Shakespeare, tho he “is very far removed from the classical.”

These *ronin*, or masterless *samurai*, says Mr. Kazumi, “were the terror of medieval Japan.” Just how he came to turn his attention to play-writing is not made clear, but “in 1690 we find him associated with the marionette theater in Osaka,” and here “he laid the foundation of the modern stage in Japan.”

He died in 1724. Of the points of resemblance between Chikamatsu and Shakespeare Mr. Kazumi writes:

“In both, comedy frequently treads on the heels of tragedy, and prose is often intermixed with poetry. The language of monarchs and nobles is allowed to alternate with the speech of the common people. In both dramatists, there is a disposi-



“THERE IS A PREPONDERANCE OF MURDER.”

Chikamatsu was fond of scenes like this.

tion toward the historical play. Both reveal a marvelous facility of language and both are tainted with the grosser element rejected by the more refined tastes of later times. But whatever may be said for Shakespeare, it must be held that Chikamatsu is very far removed from the classical. The portraiture of character is somewhat rudimentary, the philosophy of life is considerably wanting in originality and depth, and there is a preponderance of blood and murder that tends to reflect upon the audiences of his time. Chikamatsu loved to make the blood of his hearers curdle and their flesh creep, and they loved to have it so. As to the quality of the poetic portions of the plays of Chikamatsu there is no comparison with Shakespeare at all. Tho there are meter, rhythmical cadence, fit language, and some play of fancy, there is real poetry in but a very modest degree. Moreover, the habit of playing on words and using pivot words in his poems must be regarded as a serious blemish from a literary point of view, tho no doubt these characteristics added much to the enjoyment of the play by the people of the time.”

Altho Chikamatsu's plays average about the same length as a Shakespearian drama, some of them are said to have been written in a single night. So moving were his *Shinju-mono*, or plays in which the victims die for love, that “stories are still told of how lovers died together after seeing them.” We read further:

“To many students the works of Chikamatsu at first sight do not appear like dramas at all, but simply romances with an unusual proportion of dialog. All the *Jōruri* contain a large narrative element of a more or less poetical character. The poetic part is chanted to music by a chorus, while the narrative is declaimed as the puppets perform. The dialog, which is often subordinate, merely forms a thread to connect the scenes represented by the puppets on the stage, and makes up for what is lacking in stage scenery. There is no doubt, however, that the works of Chikamatsu are real plays. They have a well-marked movement of plot from the opening scene up to the final catastrophe; and they abound in highly dramatic situations and appear designed with a view to spectacular effect. At any rate, the stage of Japan had never before seen anything like them; and so they won for their author the credit of being the creator of the Japanese drama.

“Most of the plays of Chikamatsu may be classified as *Jidai-mono* and *Sewa-mono*, that is, as historical plays and dramas of life and manners. The majority of them are written in five acts, tho a few are three-act plays. There are critics who hold that the number of acts was suggested by the Dutch then living at Nagasaki, but of this there is no evidence.”

RELIGION AND SOCIAL SERVICE



HIGH-WATER MARK OF BIBLE DISTRIBUTION

THE BIBLE as a force for religion, for civilization, and even for the spread of commerce on the face of the earth, is dwelt upon with reverence and enthusiasm by the press, both secular and religious, in commenting on the Ninety-seventh Annual Report of the American Bible Society.



YAN AH YIOH, THE OLDEST CHINESE COLPORTEUR.

One encouraging feature of the report, according to the Baptist *Watchman* (Boston), is that "the life of modern nations is both opening new doors for the advent of the Bible and opening the old doors wider," and it instances the course of events in China and the results of the Balkan War as presaging "great changes in the attitude of millions of people toward the Scriptures." Moreover, the reports from home agencies, we read, show "steady and progressive action" in most fields, especially in those of the West. Mere figures may often seem "dry and uninspiring things," *The Watchman* admits, yet bids us consider that of the number of Bibles distributed at least a portion "have been read to spiritual advantage by very many people," while equally worthy of note is "the example of devotion, fidelity, and even heroism on the part of many who carried the book into isolated communities."

What these figures are appears from the report of the American Bible Society as follows:

"The total issues at home and abroad amount to 4,049,610 volumes. These consist of 399,734 Bibles, 713,891 New Testaments, and 2,935,985 portions. Once more we report an advance over the issues of any year in the Society's history. When we realize that this is more than twice the issues of five years ago, and that for twenty-five years preceding that the annual issues averaged 1,500,000, this very noticeable advance becomes significant, and is a tribute in itself to the living power of the Scriptures. Of the total issues, 2,107,859 volumes were issued from the Bible House in New York, which is an advance over the issues of last year from the Bible House of 270,503 volumes; and 1,941,751 volumes were issued by the Society's agents abroad, being printed on mission and other presses in Turkey, Syria, Siam, and Japan. The total issues of the Society in the ninety-seven years amount to 98,268,175 volumes."

The Episcopal Recorder (Ref. Epis., Philadelphia) says that this report is second in interest and figures only to that of the British and Foreign Society, which "issued during the year nearly seven million copies of the Scriptures in four hundred and fifty different languages," which comparison brings to mind the statement of the *Indianapolis News* that the latest figures on the general distribution of the Bible are "amazing in their magnitude." Year by year throughout the world, we read, the distribution increases and with each increase "comes an enlarged demand from the field," analyzing which *The News* has this to say:

"China and Japan continue to absorb most Bible distribution, altho the East Indian countries are close to them in demand. It is impressive to consider that many peoples without a written language received their first insight into such by the presentation of the Bible or parts in their spoken tongue. A pessimistic report was given the other day by a missionary of long experience in China. He said that the Chinese had as yet only a vague conception of Christianity. That may be true. But this distribution is having its effect, and it perhaps never will be known to what vast extent the political awakening in China was caused by the leaven introduced by the Bible."

The Society's statistics move the *New York Commercial* to the



DISTRIBUTING THE BIBLE BY BICYCLE.

This is one of the 902 colporteurs employed by the American Bible Society in the home and foreign fields. He is with a western agency.

following observations on the involuntary service rendered to commerce by the spread of the Gospel:

"The one has broken the path for the other where they have not traveled together. Not all the practises of commerce, it may be, are quite as much in accord with gospel teaching as they ought to be, but more than any other two forces in human life they have been and are conquering the world, and molding it to loftier ideals."

DR. BRIGGS AS A CONSERVATIVE

THE HERESY CHARGES sustained against the Rev. Charles Augustus Briggs twenty years ago by the Presbyterian General Assembly made an eminent theologian and scholar a national figure, even to the secular world, sent him into the ministry of another denomination, and caused Union Theological Seminary to declare its independence of the Presbyterian Church. Now his recent death moves many an editorial observer to recall with wonder the heat and bitterness generated by that famous trial, and to contrast the conservative attitude revealed in his writings with the popular conception of him as an extreme religious radical. They note, also, a growing spirit of tolerance in the religious world. Thus the *Chicago Post* remarks that Canada and the South are now practically the only two sections of the continent where outbreaks of "heresy-hunting" are conceivable; and the *New York World*, commenting on the "progress made in two decades in reading 'the rule of reason' into the Scriptures," remarks:

"By a coincidence of interest as affording a basis for comparisons in the liberalization of doctrinal tenets, only a few weeks before Dr. Briggs's death, four graduates of the seminary, one a son of Dr. Van Dyke, were accepted for ordination in the Presbyterian ministry notwithstanding their doubts on such cardinal points of doctrine as the literal interpretation of the virgin birth and the physical death of Lazarus. Dr. Van Dyke, in their defense, stated that belief in these old fundamentals of orthodoxy 'was not essential to the Christian faith,' and he denounced 'the new attempt to exalt the letter above the spirit in judging the fitness of men for the Christian pulpit.'"

In tracing the influences behind this change of spirit, says the *Brooklyn Eagle*, "not a little should be credited to what is popularly called 'the Briggs case.'" This case arose from an address on "The Authority of Scripture," delivered by Dr. Briggs, in 1891, when assuming the chair of Biblical theology in Union Seminary, where he had already served for seventeen years as professor of Hebrew. In this address he said that there were three sources of religious authority—the Bible, the Church, and reason. This amounted, in the opinion of his critics, to an invasion of the supreme authority of the Bible. Other statements made by him on the same occasion and afterward used against him in his trial were, that "errors may have existed in the original text of the Holy Scriptures;" that "many of the Old Testament predictions have been reversed by history;" that "Moses was not the author of the Pentateuch;" that "Isaiah was not the author of half the book which bears his name;" that "the processes of redemption extend to the world to come;" and "that sanctification is not complete at death."

Dr. Briggs was first tried by the presbytery of New York in 1892, and was acquitted. His critics then carried his case before the General Assembly, which met in Washington in 1893, and there he was convicted of heresy by 385 to 116, and removed from the ministry. As a result of the Assembly's action the seminary withdrew from the control of the Presbyterian Church, and became an undenominational evangelical institution. Dr. Briggs's views did not prevent his ordination a few years later as a Protestant Episcopal clergyman, altho he is said to have challenged that Church's claim to apostolic succession. He died

on June 8, at the age of seventy-two, having been a member of Union's faculty for forty years. During his long career as scholar and teacher he published many books on Old Testament exegesis, Hebrew lexicography, higher criticism, and theology.

"In certain points," says the *New York Independent*, "Dr. Briggs was as frankly conservative as in others he was progressive." The same paper adds:

"His older years have been given more to conserving the faith than to breaking new paths. Indeed, his last work, just issued, 'Fundamental Christian Faith,' is an exposition and defense of the Apostles' Creed and the Nicene Creed; for altho he had declared the Unitarian Martineau quite as worthy a Christian as Spurgeon, he never swerved from his defense of trinitarianism and the virgin birth."

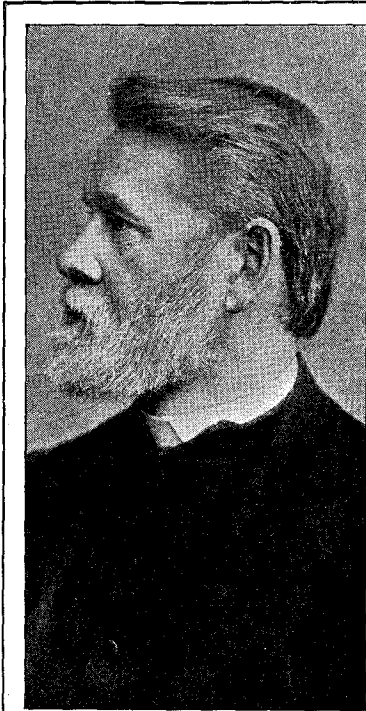
His death seems to bring back no echoes of the old bitterness of those days when his opponents raised the cry: "Which will you believe—Christ or Briggs?" Thus the *Presbyterian Banner* (Pittsburg) refers to him as "one of the most noted Biblical scholars of the world," and "one of the few American scholars that have a reputation abroad," and declares that: "He rendered a large service to all churches in his Biblical investigations and writings, and his name will long be held in honor." And in *The Herald and Presbyterian* (Presbyterian, Cincinnati) we find praise for his later works and only a mild condemnation of his "heretical" opinions:

"His recent work in which he defends the doctrine of the virgin birth is one of the strongest defenses of that essential doctrine. He was undoubtedly a man of much learning and scholarship, the author of many special volumes and the editor of various series of commentaries and other works, all on religious and Christian themes, and, while his contributions have been rich and varied, it will always be lamented by the friends of evangelical truth that he said so much in the years gone by to weaken the strong regard of his pupils and readers for the sole and unquestioned authority of the Holy Scriptures."

One scholarly secular paper, the *New York Evening Post*, is not deterred by the seeming paradox from picturing this convicted heretic as "one of the most conservative of theologians." We read:

"Greatly misunderstood as he was at the time, it is probable that the lapse of years has done little to correct the popular judgment of this great scholar. The judicious have known what his work was, but common repute continued to class Dr. Briggs as a radical in theology, whose views were dangerous to the peace, if not to the doctrines, of the Presbyterian Church. As a matter of fact, he was one of the most conservative of theologians. The 'heresies' of the last few years—those, for example, with which young graduates of Union Seminary have been supposed to be tainted—were anathema to Professor Briggs. A large part of modern theological speculation and development left him untouched—except as it filled him with righteous indignation. The very last book which he published contained attacks of the most severe kind upon rash innovators who would take away from the faith once delivered to the saints. In its thoroughly orthodox and traditional spirit, it might have been written by any of the theologians who prosecuted him for heresy—by Dr. Patton, let us say, or Professor Shedd.

"This suggests the complexities of Professor Briggs's position, and the causes of the strange misapprehension under which he long labored. Fundamentally, he was a scholar. His industry was for years almost cruel, so completely did he wreak himself upon study. And his range of attainment was vast. We suppose that no American teacher of his day had a wider or more



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A "HERETIC" WHOSE BOOKS NOW SEEM CONSERVATIVE.

Altho Dr. Briggs was convicted of heresy twenty years ago because of his application of the higher criticism to the Old Testament, his later works rank him as "one of the most conservative of theologians."

minute acquaintance with Semitic languages and the whole literature of investigation relating to them. Particularly did his labors in Old Testament criticism win for him recognition as one of the masters of them that know. . . . He flung himself with ardor into what was, in his earlier years, the new method of the higher criticism."

Dr. Briggs himself, says *The Evening Post*, "had no difficulty in reconciling the discoveries of scholars with reverence for the Bible as the inspired word of God," but "others in the Church could not do it":

"They honestly thought that he was destroying the doctrine of inspiration. They could not see how a Bible made up of superimposed and blended documents—shown graphically in the 'Polychrome Bible' published some years ago under the direction of Professor Haupt—could be an infallible rule of faith and practise. And they brought Professor Briggs to trial."

A KNOCK-OUT BLOW FOR OPIUM

MANY RELIGIOUS and secular papers construe the statement of Mr. H. S. Montagu, Under-Secretary for India, in the House of Commons, that "we are prepared to revise the treaty of 1911, and not send any more opium to China," to mean that the traffic in the drug will be wiped out in a comparatively short time. This new attitude of the British Government is regarded as being doubly significant because Yuan Shi-kai, President of the Chinese Republic, is quoted as saying that "no stone will be left unturned till opium is finally and completely suppress in China." In his address Mr. Montagu said that two steps had already been taken. In 1907, the Indian Government, acting through His Majesty's Government, had agreed to put a stop to the Indian traffic with China on condition that China during the same time end the growth of the poppy within her own border. The treaty was modified in 1911 so as to accelerate the gradual suppression of the traffic. Mr. Montagu continued:

"Now, to assist China, the Indian Government is prepared to take a third step in advance. They have abandoned altogether the revenue derived from the sale of opium to China for this year, and are to-day selling no opium to China. I am in as proud a position as an Under-Secretary for India has ever occupied, in saying, for the first time in the modern history of India, that we are not selling an ounce of the poppy to China. When the present stocks are absorbed in, roughly speaking, a year's time, we shall have the treaty right, in response to China's own demand, to sell her 26,781 chests more, but I am glad to be able to tell the House that, notwithstanding this, and tho we might get something like \$55,000,000 revenue, we are prepared to revise the treaty of 1911, and not to send any more opium to China; but never again, with the single condition that China is steadfast in pursuit of her present policy."

"This declaration represents," thinks *The Christian Advocate* (Nashville), "one of the most significant and auspicious actions taken by the British Government since ten million pounds sterling was paid by way of compensation to the slave-owners of the West Indies when slavery was abolished." And *The Examiner*, a New York Baptist paper, remarks that "thus the long disgrace and reproach of a professedly Christian nation forcing the horrible traffic in opium upon a helpless and protesting people has been at last ended," and "the Government is paying a heavy price for its past iniquity, but the removal of the reproach is well worth the money." "The importance of this statement can not be exaggerated," says *The Methodist Recorder* (London); "its effect on the Government of China will be immense, and we may confidently expect that the drastic measures pursued there, both by stopping poppy-growing and suppressing opium-smoking, will be persevered in until the curse has completely disappeared from the land." The perplexing problem which confronts the reform movement just now is the

disposition of the opium already manufactured. Concerning this the Prohibitionist *Vindicator* (Franklin, Pa.) states:

"It is said that England will face a somewhat difficult financial problem in connection with this, since not less than \$75,000,000 worth of opium is now stored at Shanghai with loans to the amount of \$50,000,000 against it, advanced by Chinese bankers. England's only way out will be to appropriate sufficient money to purchase this whole stock of opium."

President Yuan, who is supposed to speak with authority for the Chinese nation, express his views in the following language when he announced his program:

"More important by far to the present generation of my people is the complete extermination of opium and the opium habit. China has been dying from this curse for more than half a century—fifty-nine years, to be exact. Her people, overcome by this vile drug, have been half asleep and have not known that they and their country were dying. Years ago the nation appealed for outside aid in its suppression, and the world knows what aid was rendered. The drug was forced upon us more than before. For nearly sixty years it has stood as a great crime of humanity. But we will stop it and free the land of the devouring scourge. Our National Assembly has already passed many laws regarding it, and these laws will be enforced. We are establishing an army, and that army will fight opium and opium-smugglers on all the frontiers of land and sea, opium dealers and subdealers in all of the cities and towns, and opium users everywhere."

The protests of some of the East India newspapers are not unlike those of American liquor interests wherever and whenever there is a fight to drive saloons out of business. They say the people who profit by the production of opium are the victims of "senseless agitators." They argue that Hindustan is "being robbed of her revenue merely to secure a monopoly for Chinese opium cultivators." The case for the Hindu poppy-growers is presented by *The Statesman* (Calcutta), an English paper:

"It is notorious that the production of native opium in China has continued despite the efforts, ostentatiously announced, of Chinese officials to put it down. It is not necessary to impugn the sincerity of the Chinese reformers. All we say is that their professions have not been made good by China as a nation."

"In one of the latest Chinese papers to hand—a Shanghai Republican organ, by no means likely to be prejudiced in favor of the opium trade—a telegram appears dated April 7, which states: 'Reports coming in from many quarters confirm the opinion that the present year's opium harvest in Kansu will prove a record one if the weather is suitable and there is no official interference.'"

"The Republican Administration, we are told, has been making strenuous efforts to suppress the cultivation; but apparently, after a year of these strenuous efforts, all that can be said is that they have met with 'considerable success in many districts'—success which, as we know, has been obtained in many cases only by the most ruthless coercion of an unwilling people."

Now, according to this writer and others, while China has been so delinquent at home, she has treated the opium exported from India in open contravention of Indo-Chinese agreements, the result of which, according to the same writer, is that "the stocks of Indian opium at Shanghai have accumulated to an extent which in January practically compelled the Government of India to suspend the sales of opium certified for export to China." It is to relieve this congestion, at present amounting to almost \$100,000,000 worth of the drug, that the East-Indian authorities have been compelled to kill the Indo-Chinese traffic. The writer thus condemns the Chinese for creating the successful *impasse*, and thereby forcing the hand of the British-Indian Government:

"India has made a great sacrifice of revenue—in other words, is consenting to check the progress of public works in this country—for the sake of ending the opium trade, merely stipulating that the Chinese shall do their share of the work by stopping their own production of the drug. It is reasonable to ask that the suppression of the evil complained of shall be a reality, and that India shall not be tricked in order to secure a valuable monopoly for China."

MOTOR TRUCKS

METALLIC WHEELS AND WOODEN WHEELS FOR TRUCKS

AS the wire wheel for pleasure cars is now much to the front in discussions, so is the metallic wheel for trucks. Thus far trucks in this country have usually been equipped with wooden wheels. Such changes as have been made began with the substitution of metal hubs for wooden ones; the motive here was to make possible the use of antifriction bearings. Metallic spokes next came in. Of various former steps in the industry and the trend nowadays, Arthur J. Slade writes in *Automobile Topics*:

"Since 1907, when the importation into America of one of the most successful European trucks began, the improvement in the design, as well as construction, of wood wheels has been very marked. At that time one of our leading wheel builders undertook to practically duplicate these European wheels with spokes about 5 inches in width, flaring at the outer end so as to form an adequate support for the felloe, and also of sufficient cross-section to insure a good shoulder on the end of the spoke against the inner surface of the felloe. Ever since that date the wheel builder in question has been manufacturing wheels, from designs similar to this, with great suc-

cess; and, altho some other wheel builders contended at the time that it was not feasible to procure wooden billets of a size suitable to finish spokes of such unusual dimensions, the majority, if not all, of the

wheel builders catering to the motor-truck industry are now building wood wheels of this general type.

"As far back as 1858 and 1862, motor-trucks are reported to have been built, in an experimental way, with steel wheels. The cast-steel wheels were similar to those now being advocated by several manufacturers, having hollow spokes integral with hub and felloes. They were made of crucible steel and used a tire constructed from a combination of wood, steel, and rubber. About twenty 5-ton trucks were built and the wheels were found to be on the whole satisfactory. The disk wheels were made of boiler plate, riveted to cast-steel hubs and to a steel tire band.

"In 1905 came out a line of trucks equipped with wheels made up of steel plates. In the interior of the wheels an electric motor was mounted, and this same construction has been followed up to the present date. At about the same time came out 5- and 10-ton capacity gasoline trucks equipped with wheels on which the tires were segments of rock elm and the side plates were steel disks.

"In 1906, a metal wheel was introduced to the market in Chicago. These wheels were built of side disks of steel, reinforced inside with structural shapes; the various members of the wheel being riveted together.

"Comparatively few well-known truck builders in this country are at present using metal wheels, and those who are using them have not previously used wooden wheels. The vast majority of motor-truck manufacturers, including those whose product dates back to the beginning of the motor-truck industry in this country, have used wooden wheels consistently, improving their design from time to time, but not abandoning a material for wheel construction which has on the whole proved entirely satisfactory.

"At the present time there is undoubtedly a general effort being made by manufacturers of parts for motor-trucks to add metal wheels to their product; and with the exception of one manufacturer, who proposes to build wheels of malleable iron, all of them are building their wheels of cast steel. What, then, are the specific advantages offered by metal wheels which should influence a motor-truck designer to specify metal construction rather than wood? . . .

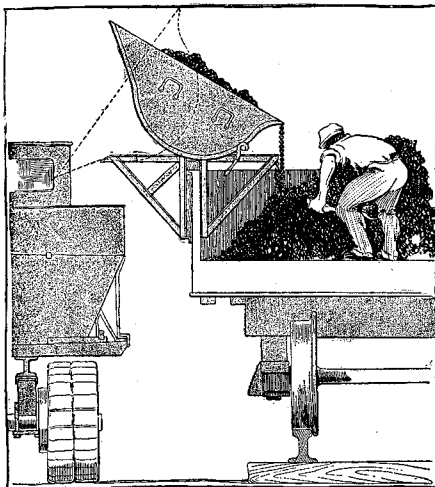
"First, it is claimed by one of our members, who is chief engineer of a company about to place cast-steel wheels on the market, that, 'It is now conclusively proved that

there is a distinct saving in tires on steel wheels. Some of the largest tire manufacturers guarantee as much as 30 and 40 per cent. longer life on steel than wood.' Inquiry made of the leading tire-manufacturing companies, verbally or by letter, has failed to verify that statement. The opinion of several tire company officials



From "Motor." A SCISSORS-GRINDING MOTORIST WHO IS RUNNING FOR OFFICE.

The above picture shows the motor-car equipment of a scissoring-grinder in Los Angeles who recently became a candidate for a local office. One of the owner's methods in his campaign was to travel about the city in this car, combining scissoring and saw-filing with the prosecution of his claims as a candidate. He took to grinding scissors and sharpening saws as a consequence of an accident which made him a cripple and dissipated what money he had saved.



From "Motor Age."

A DEVICE FOR LOADING COAL TRUCKS FROM RAILWAY CARS.

The above cut shows a device now in use in Chicago. Coal, by this method, is hauled at the regular horse rate of fifty cents per ton. While a team of horses in one day can haul about twenty-five tons of coal, the motor-truck, equipped as above, with hoppers attached to the railway car, is able to deliver about one hundred tons a day. This large amount of work is made possible by the elimination of loss in waiting; the truck can be loaded in a minimum of time. When an empty truck arrives at the railway car, two or more filled hoppers are emptied into it until it is full. By the time the truck returns from a trip the hoppers are again ready to be emptied. By this means the truck is kept constantly in service.

cess; and, altho some other wheel builders contended at the time that it was not feasible to procure wooden billets of a size suitable to finish spokes of such unusual dimensions, the majority, if not all, of the



A THREE-TON TRUCK THAT PLUNGED OVER A TEN-FOOT STONE WALL, THE ONLY DAMAGE A FLATTENED MUFFER AND A TWISTED RUNNING-BOARD.

You know the Southern Pine

From the silent forest
its fragrant and health-
giving influence shall go
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Little children's tender skins
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And you who seek a clean,
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If you are a stranger to its
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half-cake.

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Suite 84A, 81 Fulton St., New York

accurate wood wheels conforming to S. A. E. standards has no trouble in securing them.

"Another claim made for metal wheels is that their strength is greater than wood wheels. Assuming the cast-steel wheels to be free from defects, and to have the chemical and physical characteristics recommended by the Iron and Steel Division, these wheels certainly develop marvelous resistance to shocks. I witnessed a test of such a wheel recently which was subjected to the impact of a weight swung as a pendulum against the side of the felloe and the wheel was deformed beyond the semblance of a wheel, and even then did not show any fracture. At the same time, as has been pointed out by the Iron and Steel Division, steel castings can not be inspected against blow-holes, and had the wheel in question contained some concealed defect, failure in testing would probably have resulted. As to the strength of well-constructed and properly designed wood wheels, the front wheel of a truck manufactured by one of my clients came in contact recently with a road obstruction with such impact that the strain broke the steering-gear, but the wheel was uninjured, and on another truck a rear wheel was subjected to such an impact that the axle spindle was bent without injury to the wheel. Therefore, on the question of strength, that of the high-grade wood is entirely adequate for commercial purposes.

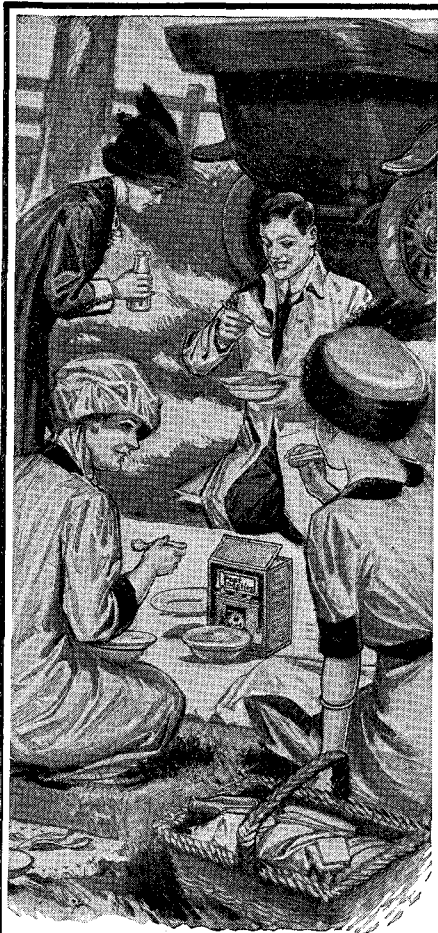
"The contention is also made that the metal wheel will dissipate heat more effectively than the wood wheel. There has come under my observation no case in which a truck tire on a modern motor-truck has been injured by lack of heat radiation under service conditions. I assume that the heat developed in a solid rubber tire is due to the deformation of the rubber which comes in contact with the ground. This surface is in contact with the air and I should expect that the heat would be radiated through the air more easily than transmitted through the base of the tire to the wheel and thence radiated by the wheel, felloe, and spokes.

"The fourth point in considering the relative merits of wood and metal wheels is the comparative cost and weight. It would appear that the cast-steel wheels are both costlier and heavier than the wood wheels. The burden of proof seems to rest with the metal wheel manufacturer, that they have an economic advantage over the wood wheels, resulting in a financial saving to the owner of the truck equipped with metal wheels."

Further items pertaining to this subject are given in *The Horseless Age*. The writer refers to many attempts made by various dealers to introduce wheels of metal, but the net result at present is "that comparatively few well-known builders in this country use metal wheels." Thus far manufacturers have not felt themselves forced to adopt them. In order to bring about a radical change, metal wheels "must be shown to have some practical advantage."

MOTOR-BUSES HERE AND IN LONDON

The signing on May 28 by Governor Sulzer of a bill permitting other motor-stages than those now in use to be operated on the streets of New York has been hailed in several quarters as "the breaking up of a monopoly." *Automobile Topics* remarks that the signing of this bill "opens a field to various enterprising promoters, several of whom have plans for an invasion." One company which was formed in April announced its intention of running electric



Ready When You Stop

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for use. Add a little cream
(or milk) and a sprinkle of
sugar.

It is put up in double
sealed packages—impossi-
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dust or moisture.

Post Toasties

the deliciously toasted bits of
wafer-like corn are the food
for picnics, auto tours and
any kind of trips—and for
the home.

Its convenience does away
with a lot of bother to who-
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The delightful flavor of
Post Toasties makes new
friends every day—and

"The Memory Lingers"

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buses on Madison and Park Avenues for a flat rate of five cents, instead of the dime which has been exacted by the monopolistic company now in operation on Fifth Avenue. Other companies are heard of which profess an intention to run lines north and south on other avenues in New York.

This type of public conveyance in cities had its origin in Europe. In London the motor-bus has about eliminated completely the historic bus drawn by horses so long a dominant feature of interurban London transportation. The first motor-bus is believed to date from 1902. The number in service in London long since exceeded 1,000 and is now more than 3,000. Most early motor-buses were made in France and Germany. *The Horseless Age* prints a paper by T. V. Browne dealing with the experience of London with these vehicles, from which the following paragraphs are taken

"According to figures furnished by the commissioner of police, the number of motor-omnibuses licensed during 1912 for use in London was 2,908, so that with the subsequent additions there are now more than 3,000 of these vehicles in use in the metropolitan area, as compared with about 1,000 in Paris.

"The first requisite for the successful use of motor-omnibuses in competition with street tramcars is, of course, good roads, and in this qualification London and its environs are now second to no other town, and it is largely owing to this that the motor-omnibuses have been able to compete so favorably with the trolley-cars.

"Two main factors have principally conduced to the present efficiency of the petrol omnibuses as now running on the London streets, and these are, first, the insistence of the police authorities that the vehicles should comply with a high standard of noiselessness and reliability combined with a low maximum weight limit; and secondly, the determination of the constructors to produce vehicles capable of passing these tests. Cases have been known where vehicles failed to obtain a license to run solely on account of the hissing noise caused by the passage of the air through the carburetor inlet.

"The greatest difficulty in connection with the reduction of noise has been experienced with the change speed-gear. Extensive experiments have been carried out in the endeavor to minimize the sounds emitted by the indirect drives of the gears. The solution has been found by entirely replacing the spur-wheels except in the case of the reverse, by silent chain drives. These have proved to be quite satisfactory in every way in spite of the fact that the chain makers themselves were very pessimistic as to their use. The salvation of the whole arrangement is the shortness of the chains, so that with the few links employed the total stretch of the chain with wear is very slight.

"For some time great trouble was caused by the leakage of oil onto the roads from the crank-case, gear-box, and worm-gear case. It became necessary, in order to comply with the police regulations, to cast troughs below the joints to catch the oil which escaped from them. The joints were made as tight as possible by the use of brown paper, but the mechanics when overhauling the chassis often displaced the paper, so that leaky joints were rather the rule than the exception. This objection has now been entirely overcome by having the joints carefully scraped up by hand and then fitted together without the intervention of any jointing material.

"The road wheels are made from special steel castings with hollow spokes."

FEDERAL The Truck Triumphant

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We will put you in communication with owners in your own line—if you want the facts.

Let us send you the Blue Book of Traffic.

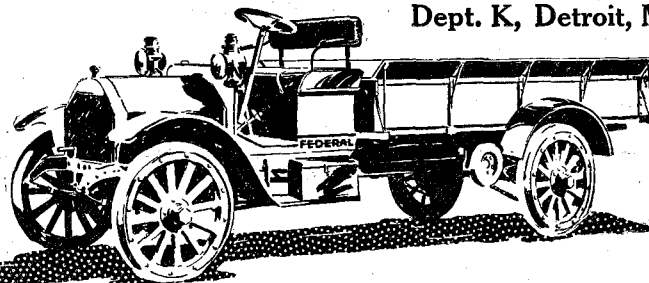
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Body extra, built to meet individual requirements

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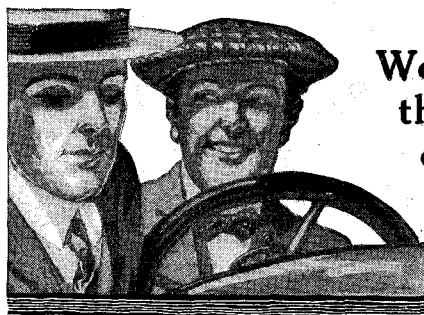
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And when you ask for the mileage, and weigh the quoted distance against the condition of the tires—you will understand why we attach to each casing a printed definite guarantee of

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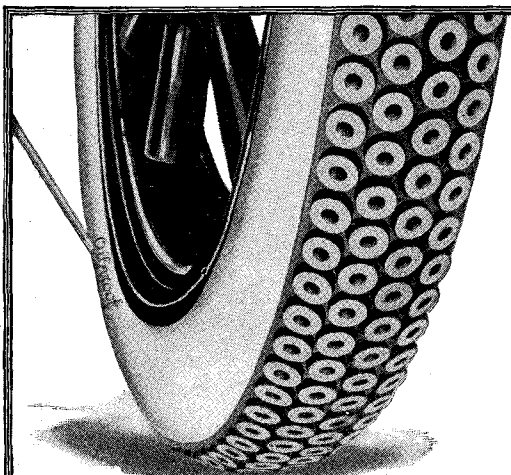
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Any Optician, Sporting Goods or Motor Supply House, can equip you. If your dealer hasn't them, write to us. We will see that you get them. Over 12,000 now in use.

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More engine power—novel firing process causes more rapid and complete explosions; maintain full power—no points to burn or displace; less fuel—usually operate on leaner or cheaper mixture.

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CURRENT POETRY

THAT the metaphor is an important element of poetry no critic would deny. Indeed, the successful use of figurative language is one of the tests of the poet; if he merely states facts in straight, unimaginative phrases his verses are uninteresting and generally, in spite of rime and rhythm, unworthy to be called poetry. And perhaps the highest—certainly the most difficult—type of poem is the one which is throughout a sustained metaphor. Some, but not all, of the parables of the New Testament are examples of this, and some Biblical scholars have so considered the Song of Solomon. A metaphor extending through a stanza is not difficult to sustain, but to carry it through a succession of stanzas, with no inconsistency or confusion, is not easy, and for this reason it seems to us that the poem which we quote below deserves particular attention. It appears in the July number of *The Yale Review*, a magazine which is gaining an enviable reputation for the high quality of its verse. In a manner somewhat suggestive of the late William Vaughn Moody, Mr. Benét has developed a lofty metaphor, developed it in stanzas that crash and ring like the sledge of the smith of whom he sings. Some little obscurity mars the poem at first reading, particularly in the eighth stanza, in the line "Not smith of dispensation I, but smith of truing." But this defect disappears when the poem is reread and the full force of the metaphor is comprehended. This is more than distinguished versification; it is poetry of a high order.

The Anvil of Souls

BY WILLIAM ROSE BENÉT

Above the darkening forest, from his red-doored smithy,

Loomed forth the huge artificer of all the years to be.

"Now, on the steeps of vision, what wanderer thou, I prithee?"

"I climb from Man to find the plan!" "Then learn of me!"

His sledge is oak and mountain crag. Its weight is thunder.

The souls are on his anvil laid like sword-blades bright.

His sledge's swing is lightning and cataclysmic wonder—

Its impact on the leaping soul both Morn and Night!

And this is the song that he hath for mighty singing:

"The blade that writhes beneath the sledge, white-hot—cold-blue!

The anvil—the anvil—the anvil's giant ringing;

And, hissing from its bath of stars, the soul steeled true!"

The smithy's walls are lightened as by a forest fire;

And first the smith was imaged wrath, and then vast peace!

His lineaments are joy and peace. His thews can never tire.

The starry bath beside his hand is called Release.

The souls are hot with flashing sparks. The souls have voices;

But drowned in the reverberance of that huge din.
And in his strength the smith is glad, and in his calm rejoices,
And flings the trued steel to Release, to hiss therein.

His face glows joy. His face is ever lightened
Not angrily, but glowing with the justice of his trade;
For lo, the dullest metal to beauty brightened—
The bent and dented, flawed and scarred, like blue steel made!

"For Man I toil—for men have no regretting;
So toil I, joying to be just to each for all.
As due them all, I true them all, no flaw forgetting;
And in a like perfection they hang upon my wall.

"For Man is mine, but men are not my doing.
So some shall writhe through furnaced pain to dazzle whole.
Not smith of dispensation I, but smith of truing.
Hark! From the well-brink of Release chants soul on soul!"

"And what is called your anvil? You name names madly!"

"The state men flee and cling and flee—and would retest!
For all the glory of mine anvil, heaven sings sadly.
The soul of all perfection knows mine anvil best!"

I keep within my heart this song of his for singing:
"The steel that writhes beneath the sledge,
white-hot—cold-blue!

The anvil—the anvil—the anvil's mighty ringing—
And, hissing from its bath of stars, the soul steeled true!"

Many poets try to put social problems into verse, and few achieve real success. There are some notable exceptions, Mrs. Browning's "The Cry of the Children," being one. Katharine Tynan contributes to the London *Vineyard* some strong and beautiful lines on the campaign for the protection of children. The last stanza is splendidly resonant.

The Strong Fight

BY KATHARINE TYNAN

I build a strong tower for the children, the children,
With moat and portcullis I keep it still:
The foe clangs without, but within it the children
Sleep soundly and sweetly till cock-crow shrill.

I wage a Holy War for the children, the children,
My hand against the world that they may live.
I am cunning and crafty as the fox for her children;
Wise as the serpent lest the children grieve.

I build a warm fire for the children, the children.
To my tower oft beleaguered allies I call;
They shine like the sun to the eyes of the children;
God's men-at-arms keep us by gate and wall.

I leave in safe keeping the children, the children,
Down to the cities I take my way:
Past the walls and the sentry, alert for the children
I creep in the shadows like a beast of prey.

I gather rich stores for the children, the children,
The lowing of oxen is heard as I come.
I carry the sheaves in my arms for the children.
Oh, sweet on the hill-top the lights of home!

Unless the Lord build it, the house for the children;
Unless he be with me my labor's vain.
He has thought it and planned it, the fold for the children
Where the lambs be folded without fear or stain.

I fight the holy fight for the children, the children;
The sons of God glorious sit down at my board.
Tho the foes hem us in, shall I fear for the children
Fighting the strong fight in the Name of the Lord.



Number three of the
Hupmobile week-end series

Ho for Camp Week-End!

As "the family car" swings through the last grove of gleaming birches, the welcoming shout came from "Steve," lugging a pail of water from the smiling little lake. Meanwhile in "The House in the Woods" "Billy" was brewing tea and frying fish.

The boys had come out with the Hupmobile in the morning, bringing the "grab" and the blankets and fishing tackle and camera. Then—as soon as Dad got through at the office—the rest of the family were bundled into the Hupmobile and sped across country for an incomparable Saturday and a tranquil Sunday in that most rollicking of the family institutions—"Camp Week-End."

There isn't much to this "House in the Woods"—a cabin really of four rooms. From the rocky ridge across the lake you can see the city's pall of smoke. Yet you have found that these two days in the woods store up a week's health for the whole family; give the whole family a vital common interest; bring the youngsters closer to Nature, and, better yet, closer to you, their father or mother. "Camp Week-End" is better, cleaner and safer than the city streets.

This "House in the Woods" is the second best investment you ever made—second only to "the car of the American Family"—your Hupmobile.

Hupmobile "32" Six Passenger
\$1200 f. o. b. Detroit

In Canada, \$1430 f. o. b. Windsor

Four-cylinder motor, cylinders 3 3/4 inch bore by 5 1/2-inch stroke, cast en bloc. Unit power plant.

Selective type transmission, sliding gears.

Irreversible, screw and double nut steering gear.

Full floating rear axle.

Twelve by two-inch brakes, external contracting and internal expanding.

Wheelbase, 126 in.

Tires, 33 x 4 in.

Equipment of windshield, mohair top with envelope, jiffy curtains, speedometer, quick detachable rims, rear shock absorber, two folding and revolving seats in tonneau, tonneau foot rests, gas headlights, Prest-o-Lite tank, oil lamps, tools and horn.

Finish, black with nickel trimmings.

"32" Touring Car \$1000
In Canada, \$1180

"32" Roadster \$1000
In Canada, \$1180

"20" H. P. Runabout \$ 750
In Canada, \$850

F. O. B. Detroit or Windsor, fully equipped.

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The Hupmobile in the woods.

Hupmobile

Hasn't it been your experience that *nearly everyone* thinks well of the Hupmobile?

Just notice, next time you hear a group discussing several cars.

See if it isn't true that the majority—no matter how little they know about the others—have a clearly-formed, good opinion of the Hupmobile.

Of course we have striven to that end—everlastingly.

We believe it to be the best car of its class in the world.

And we think that most people have come to the same conclusion.

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Seattle Branch.

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C. J. FLACK COMPANY SEATTLE

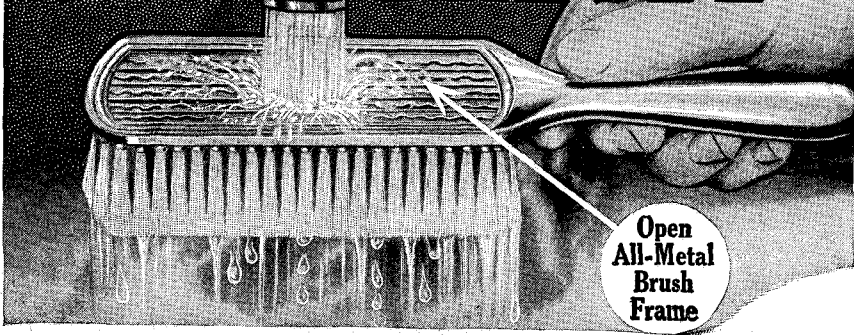
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Old-fashioned "wooden-back" brushes *cannot* be kept clean—consequently they simply aggravate hair troubles. SANITAX Brushes—on the contrary are as clean and new after a year's use as they are the day you buy them.

SANITAX Brushes are beautifully designed, richly plated. Their open-work metal construction makes it impossible for dust, lint or dandruff to collect or become imbedded between the bristles. Bristles, of the finest imported Russian quality, are everlastingly secured by non-rustable wire, instead of glue, guaranteed not to loosen or come out.

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PERSONAL GLIMPSSES

MORSE'S COME-BACK

IMPRISONMENT in a Federal penitentiary did not take the fighting spirit out of Charles W. Morse. He not only believes he can regain a position of power and influence in his old world, but has the backing of wealthy relatives and friends. He has already got control of an \$8,000,000 corporation, which is not a half-bad start for a man who was "down and out" a few months ago. Three or four mornings a week he goes to his offices, the front door of which is marked "The Morse Securities Company," at No. 43 Exchange Place, just off Broad Street, in New York City, and the people in the Wall Street district who knew him in former days will not be surprised to hear in the next year or two that he is adding more business corporations to his list. A story of his past and his prospects is told in the New York *Sun*:

It was not until 1898 that the general public began to know Charles W. Morse, but in the next dozen years he furnished more stories of varied nature than any six men in the same game. His flash on the Wall Street horizon began when he organized the American Ice Company in 1898, and from then until misfortunes fell upon him his career amazed traders. He quickly acquired a string of banks, meantime dabbling in industries, and at one time had eighty-one ocean-going steamers and a number of small ones on the Hudson River.

In 1905 he had won practical control of corporations whose combined resources were more than \$300,000,000; in 1909, after his fight to save himself from jail, he was in debt \$7,000,000. While he was confined in the Tombs and trying to save himself from the necessity of serving the prison term he reduced his debts by \$5,000,000, and it was not long after he was taken to the Federal prison at Atlanta that Wall Street heard he had settled almost every obligation.

Mr. Morse testified under oath on January 8 last that there were three unsatisfied judgments against him, amounting to \$100,000. Two of these were caused, he said by indorsing the notes of some one else, or guaranteeing another person's account. Attention was called the other day to one of these judgments, but the Bath Trust Company of Bath, Me., had taken care of it. Morse had done much for Bath when he had money, and you can't get any one in Bath to believe that he has erred in any save a technical way.

He spends only three or four mornings a week in his small office now. With him are only his son Harry and a stenographer.

Just what Mr. Morse's ambition is in getting back into Wall Street few can guess. He is the only one who knows,

and he won't tell. But his friends believe that his ambition is undiminished by his experience of the last few years; he may go more slowly and with a greater degree of care than formerly, but he has made up his mind to regain his grip on affairs, and he is able enough to do this.

In appearance he has changed a great deal. In former years he had a ruddy complexion; his face was firmer and plumper. He always drest neatly and was never without a red carnation in his buttonhole. Dapper is the exact word for his appearance in those days. His face is still ruddy, but has not half the color it used to have. The red carnation is gone; he still dresses with care but more quietly.

No one knows that any exceptionally wealthy man is behind him. The banks and trust companies of Bath, Me., might furnish him with enough capital to give him a start, and they have plenty of confidence in him. Members of his family have some money, and they lent him the 15,000 shares of stock in the Hudson Navigation Company, which he pledged in the acquisition of a controlling interest in the company. He has plenty of friends who have confidence in his ability to "come back" who would back him to a substantial amount.

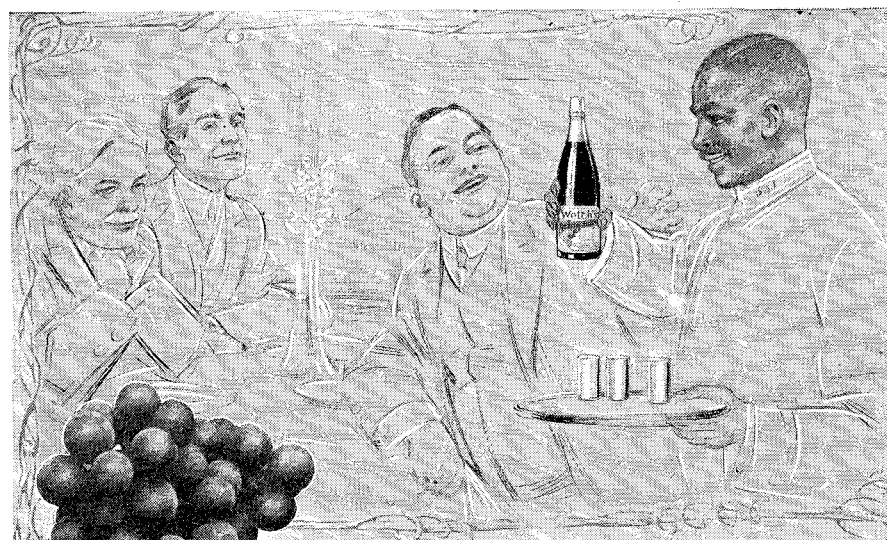
Morse did not have to put up any money of his own to get the Hudson Navigation Company, which was an old property of his. His sister owned 4,000 shares, and other members of his family brought the total to 15,000 shares. A syndicate, composed of John W. McKinnon, who had been president of the company since Morse was deposed in 1910; G. E. Shaw, his partner; Ladenburg, Thalmann & Co., George R. Sheldon and others, had 20,000 shares.

There are 80,000 shares of stock outstanding. The market price was \$18 a share. Morse bid \$25 for it, and his bid was accepted. In the same brisk manner of his earlier days he closed the deal, put up the 15,000 shares of his family for security for the purchase of the syndicate's 20,000 shares. He then controlled 35,000 shares, and almost all the other stock is in the hands of persons who are friendly to him.

We are told that the line has not enjoyed since the panic the prosperity of the old days, but it is believed that Morse can make the business a success. He made the American Ice Company and the Ice Securities Company pay huge dividends until he let them go. *The Sun's* story continues:

There is a tightness in his jaw that is noticeable. One can easily imagine that he has determined to make good in his chosen field. He is a strong believer in his own ability to make money, and it was this that carried him from his ice business in Brooklyn into Wall Street in 1890.

To become a power in the ice business, Morse first went back to Maine and cornered the supply of ice there. Ice companies had to buy their ice from him at his price. Some of them did but couldn't pay for it, so Morse took stock in payment. That gave him control of



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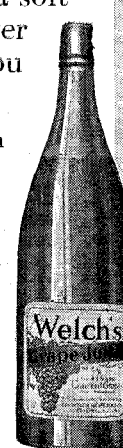
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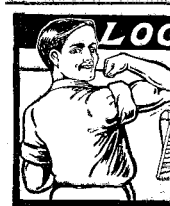
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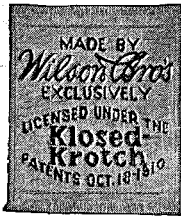
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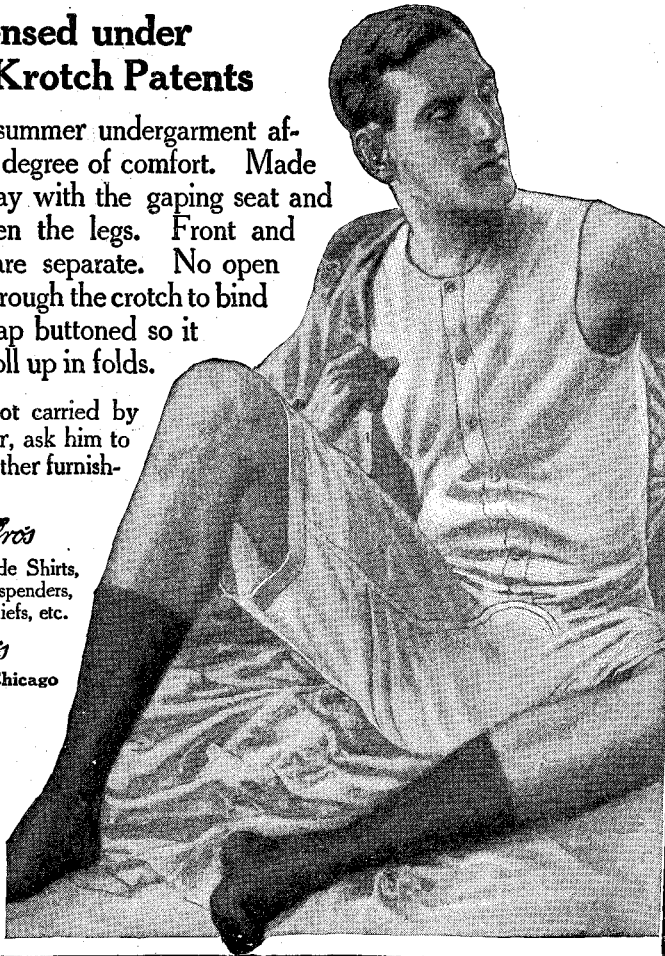
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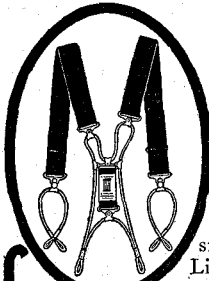
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When you begin to compare cows, you reach one conclusion: there is no other cow like the Jersey for the DAIRY, for the FARM and particularly for the FAMILY.

Let us send you demonstrated facts about Jersey supremacy. It will interest and convince you.

"Jerseys—always."

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the companies. When he formed the American Ice Company with a capital of \$60,000,000 he sent the price of ice up to 60 cents a hundred pounds at the piers. That invited competition, but when competitors got their ice to New York they found that Morse had closed every dock to them.

American Ice Company stock went up to 90, and up went the fortunes of Morse into the millions. The company had a few years of great prosperity, and paid 6 per cent. on the preferred and 4 per cent. on the common. Then the stock began to drop as fast as it had gone up, and stopt paying dividends. Morse got out as active manager, remained quiet for a while until public indignation over the price of ice cooled, and then organized the Ice Securities Company. He took in the American Ice Company and other ice companies, paid 7 per cent. on the preferred for a while and sent the price from 34 up to 93 in less than a year.

In 1907 this company's stock dropt from 96 to 8½, after three dividends had been paid. Morse had sold long before the crash came.

Between his two coups in ice he had gone into the banking field and acquired bank after bank. An investigation after the 1907 panic showed how he did this. He simply put up the stock of one bank as collateral for a loan with which he bought the stock of another bank, and kept repeating this performance.

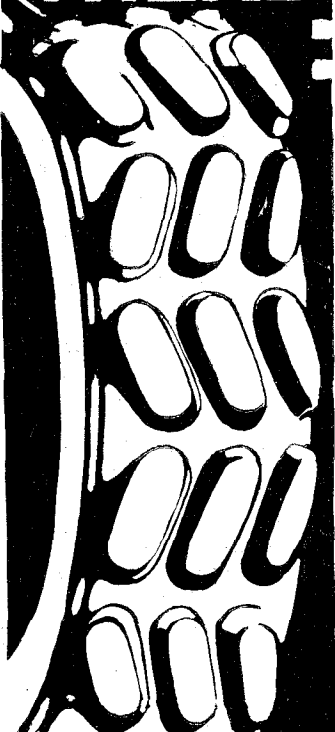
The shipping business also attracted him strongly. In 1901 he bought the People's Line to Albany. Then he went to Boston and bought all the lines that ran north from there. Next he bought the Metropolitan Line and ordered the *Yale* and *Harvard* built at a cost of \$1,000,000 each. Before long he had other steamers on the Hudson. Then he bought the Clyde and Mallory lines. All the time the banks he controlled were lending huge sums on the securities he was buying.

Then the United Copper pool, in which were Morse and the Heinzes and the Thomases, sent the stock up 20 points. Somebody entered the market with a lot of stock just when the pool seemed a success. The Heinzes say it was Morse, who, altho bound by an agreement not to sell, began to feed the market. The pool collapsed and the Bank of North America, which had lent Morse millions on notes made by clerks acting as dummies, began to totter.

Morse couldn't make good on a loan of \$500,000 and the United States District Attorney began an investigation which resulted in the indictment, conviction, and sentencing to fifteen years of the man who had controlled \$300,000,000. He served two years, and President Taft pardoned him on January 18, 1912. Since then, until his acquisition of the Hudson Navigation Company, he has divided his time between Bath and Europe in the search for health.

Mrs. Morse, to whose efforts goes the credit for getting her husband out of jail on a pardon, had worked night and day for his release, and since his release has always been with him. The doctors said he didn't have a year to live when he left Atlanta, but it would seem that they erred.

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In every season—
for every kind of
service—the famous

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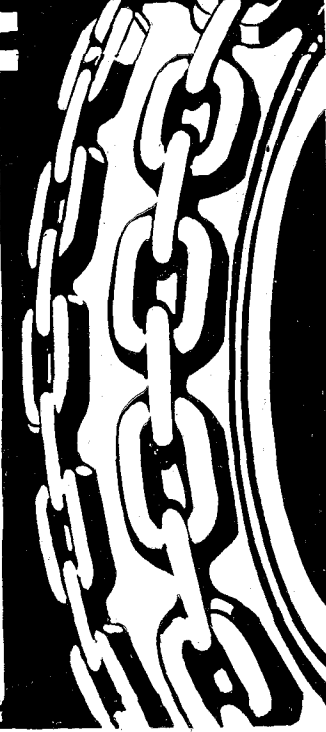
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Insist upon them

Sold by Reliable Dealers Everywhere

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CHAIN TREAD



WHEN BREAD WAS PRECIOUS

AFTER-DINNER speeches in favor of international peace may do a great deal of good, but their efficacy is nominal when compared with the impression made upon the minds of intelligent people by the war paintings of famous artists like Vereschagin and the terrible stories of bloodshed on battle-fields and starvation behind the fortifications of besieged cities. That is a reason for quoting a London *Chronicle* man's story of the fall of Scutari. His realistic account of the sufferings of thousands and death of hundreds before and after the surrender to the Montenegrins might be used to advantage as a tract by the peace societies of Europe, Asia, and America. Read it:

And what weeks those last two were! The warships of the Powers, lying foolish and idle off the coast, were seen from the heights of Tarabosh, and inspired hope. But no help came, and the rumor spread through the town that they were Greek and Bulgar reinforcements. Europe bab- bled and unrolled coils of red tape—talked of rescue and did nothing. And in eight days over 300 people died of starvation. Indeed, only the fact that in the surround- ing fields a large number of frogs, snails, and tortoises were found and used as food, saved a large part of the population.

And all the while, in defiance of Europe, the Montenegrins rained shells and shrap- nel into the best quarter of the town.

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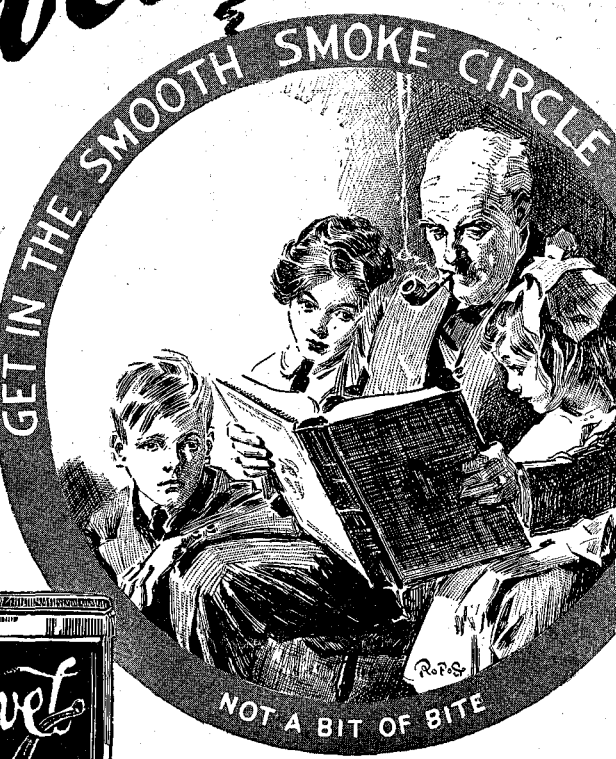
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10¢ TINS
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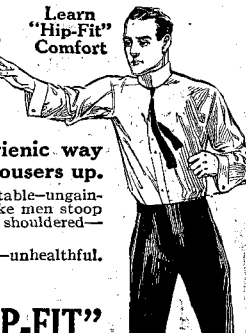
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WORMS—probably destroy more puppies than any other known cause will quickly and effectually expel them. Safe and harmless. Certain in effect. Easily administered. PRICE 50¢ PER BOX For sale by Druggists and Sporting Goods Dealers or mailed on receipt of price. Book on Diseases of Dogs FREE POLK MILLER DRUG COMPANY, 809 MAIN STREET, RICHMOND, VA. **CAPSULES**

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The "Invisible" trousers supporter entirely eliminates suspenders and belts—gives perfect comfort—perfect neatness—perfect bodily freedom at all times, under all circumstances. Can't slip. Can't bind. Can't work out of adjustment. Takes all weight and pressure off the shoulders. Has elastic over hips and back—yields to every movement—pressure gentle and evenly distributed; acts as an abdominal support. Sanitary—cool—serviceable. Thousands in use, all giving perfect satisfaction—no boy or man will wear suspenders or belts after wearing a "Hip-Fit." If your tailor or dealer cannot supply you, send waist measure taken comfortably above hips under trousers, accompanied by money order for \$1, and we will promptly fill your order.

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Every church, school, convent, and hospital was a mark. Two thousand wretched refugees were sheltered in the cathedral, believing it would be safe. But the guns of the Orthodox sought specially each Catholic building. A searchlight turned on the cathedral at night enabled the gunners finally to get the range, and 40 shells in and near it completely wrecked the finest building in these lands.

Horrible tales of suffering are told—of a woman and all her six children who starved to death; of another woman who, while cooking a few beans for her child, was struck by a shell which tore off both her hands and feet. The soldiers who came from the trenches to fetch provisions and ammunition hurried back thither, for the trenches were far safer than the town. The fire was directed on the civil population to force its surrender.

For the last 28 days no food was dealt out to this population. All was needed for the army. Two and a half pounds of maize rose to three dollars. Bread was made of linseed and all kinds of bran and cement, and caused acute diarrhea. And all this time two great ship-loads of relief stores, sent by Italy and Austria, were waiting off the coast. Yet the so-called Powers were powerless to save the town. Those stores wait still.

When the last rations of dry biscuit had been given to the soldiers three battalions threw down their arms. Then it was that Essad Pasha sent out a boat with a white flag to make terms of surrender.

And—such was the irony of fate—the boat had only left a short time when the Serbs sent in word that in obedience to the Powers they were withdrawing. Had the Powers but acted strongly a week earlier how differently things might have turned out! Essad was reluctant at first to yield.

So all that night a merciless bombardment was kept up on the town. Next day he surrendered, but made most ample and full stipulations as to the safety of the population—making special terms for sick and wounded, and for respecting the religious rights of the population; and demanded himself to withdraw with all his arms and the honors of war.

The Montenegrins, anxious to obtain possession of the town before the Powers could act, gave him all his terms. And in such a hurry were they that he should evacuate that they supplied him with a large amount of food to start away with at once. He evacuated Tarabosh and the other defenses in turn, and the Montenegrin troops took possession. Thus the town surrendered. Scarcely any large ammunition remained. By assault it could never have been taken. Its defenses were too strong. The battering to pieces of the town itself and the starving of the population finally gave the place into Montenegro's hands.

The tale spread by the Montenegrin official news that a big fight had taken place, and the Montenegrins suffered heavy losses, was a pure invention.

Montenegro occupied the town first chiefly by volunteer troops from abroad and by gendarmerie. With the eyes of all Europe directed on the town, the long-talked-of pillage of Scutari had to be abstained from. In fact, the wilder and more undisciplined troops were not ad-

mitted till some days later, and were only allowed to stay a couple of days.

Since then Montenegro has been striving feverishly so to "corner" the Scutarines that they will ask Europe for Montenegrin rule. Owing to the blockade no food can be imported save through Montenegro, and Montenegro has the people in her hands. The whole of the flour and corn and rice she can control. A small amount of food only comes in from the surrounding villages—but many of them are in need of food themselves.

Rations of bread and flour are dealt out to the poor, who sit in crowds waiting all day for the dole. No one can buy flour except in tiny quantities. Only Montenegro can feed the people.

They are in terror of a second famine. Common suffering has united Catholic and Moslem as they have never been united before. Both dread Slav dominion, and wait impotent, hoping for help from the Powers, while armed patrols march up and down the streets.

THE SPICE OF LIFE

High Notes.—Dr. Lloyd, of London, says Caruso's very bones are musical. Those 2,000 "bones" a night he received in the United States are musical also.—*Houston Post*.

Wild.—"Does your husband give you all the money you want to spend?"
"My goodness, no! Why, even I would not think of being that extravagant."
—*Detroit Free Press*.

Loquacious Diet.—MISSIONARY (to cannibal)—"What makes your chief so talkative to-day?"

CANNIBAL—"Oh, he ate a couple of barbers this morning."—*Minnesota Minne-Ha-Ha*.

A Riot.—WILLIE—"My father put down a disturbance last night."

BILLIE—"Is that right?"

WILLIE—"Yes; he ate a Welsh rabbit."
—*Yonkers Statesman*.

Why He Groaned.—A small pickaninny heaved a jug over the counter to the grocer.

"Mammy wants er dime's wuth er 'lasses," she announced.

Knowing the family ways, the grocer was inquisitive.

"Got yo' dime with you, Sally?" he asked.

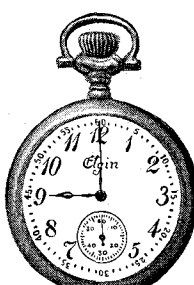
"Yas, suh."

Thereupon the grocer went below to the molasses barrel in the cellar. It was a cold day, and the stream ran slowly from the spigot, but he whistled and stamped about for ten minutes to keep up his temperature as well as his courage. At last the jug was filled and his cold and lonely vigil ended. He returned and heaved the jug back over the counter.

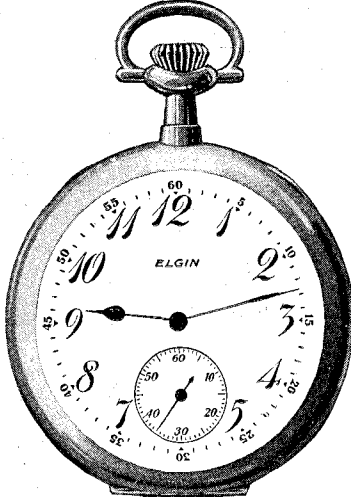
"Lemme have yo' dime, Sally," he said.

Sally's eyes grew white and wide.

"Laws a mussy," she exclaimed, "if mammy ain't gone an' put dat dime in de bottom er dat jug."—*New York Evening Post*.



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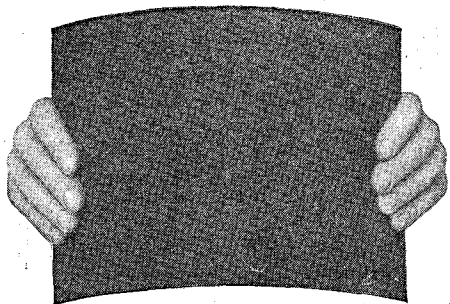
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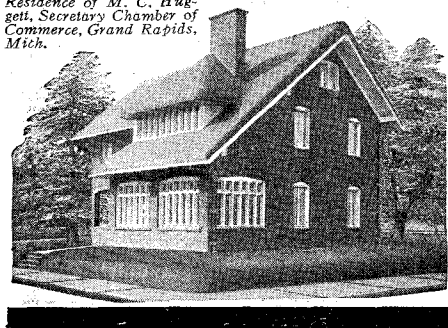
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Ain't It Awful?—Perseverance has won many a hard-fought victory that was really not worth the effort.—*Puck*.

True Courtesy.—LADY (at piano)—
"They say you love good music."
YOUTH—"Oh, that doesn't matter. Pray go on."—*Le Rire*.

Special Request.—"Please, teacher, mother says can Albert David sit by 'isselt this mornin', 'cos 'e's got a touch o' the measles?"—*Punch*.

Trade Formula.—WOMAN (to druggist)—
"Are you sure this rat poison is good?"
"Certainly. It's cheap, palatable, and very nourishing."—*Fliegende Blaetter*.

Just a Listener.—IRATE INTRUDER—
"Look here, you've been in there half an hour and never said a word."

MAN IN THE TELEPHONE BOOTH—"I am speaking to my wife, sir."—*Sketch*.

On a Payroll.—"How is our friend Grafton's position on that bill regarded?" asked one member of a legislature.

"Well," replied the other, "the general impression is that his position is a very lucrative one."—*Washington Star*.

Stung Again.—LANDLADY (to lodger)—
"Come into the kitchen, sir, and see the grand procession as it starts."

"I can see it well enough from my own room window."

"Of course, but I've let that."—*Fliegende Blaetter*.

Puzzled.—BESS—"Something that Jack said last night didn't sound just right."

TESS—"What was that?"

BESS—"I told him if he called me pet names I wouldn't speak, and he replied that he would call me dear at any price."—*Brooklyn Life*.

What Mother Did.—Percy Noodles says, speaking of automobiles, that when he asked the capitalist's daughter the other night how her father got his start, she replied that her impression was that her mother found him in neutral and cranked him up.—*Dallas News*.

Back-slap.—She finished a tirade at her friend, and ended with:

"There, I think I have made myself plain, have I not?"

"Made yourself plain, dear?" sweetly answered the once friend. "Oh, no, dear; you were born that way."—*Ladies' Home Journal*.

Heading Them Off.—Aunt Cindy was running around the yard in the rear of her cabin seeking to drive into her henhouse a dozen or so of chickens that seemed anxious to go anywhere but in the henhouse.

"Why do you go to all that trouble, Aunt Cindy?" asked a passer-by. "Don't you know that chickens come home to roost?"

"Sho', I knows it, white folks," answered Aunt Cindy, "an' dat's de trouble—dey's goin' home to roos'!"—*New York Evening Post*.



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Candy Coated
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Look for the Bird Cards in the
packets. You can secure a
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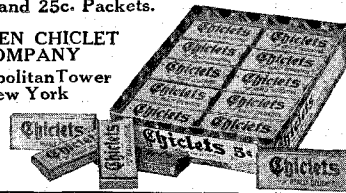
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CURRENT EVENTS

Foreign

June 12.—The Danish Cabinet resigns after an adverse vote in the recent elections.

It is announced at Buenos Aires that ex-President Roosevelt will visit Argentina and lecture on the progress of the United States.

The Argentine Government announces that it does not consider the American meat companies operating in Argentina a trust.

June 13.—A French column is ambushed in Morocco and 64 killed and 109 wounded.

Gov. Castillo Brito, of the Mexican State of Campeche, takes the field with 1,000 men against Provisional President Huerta, according to a dispatch from Constitutionalist headquarters.

June 15.—The Servian Cabinet resigns.

An Ottawa dispatch says government estimates indicate that Canada's crops this year will be below the average.

June 16.—Mrs. Pankhurst, the militant suffragette leader, who was rearrested on June 14, is once more released from jail after a "hunger strike."

Emperor William, at the celebration of the twenty-fifth anniversary of his reign, burns the political testament of his predecessor and great-uncle, Frederick William IV., which counseled Prussian sovereigns to overthrow the Constitution.

June 17.—Six militant suffragettes are found guilty of conspiracy to destroy property and sentenced to prison.

The ship *Karluk*, which is to convey the members of Dr. Vilhjalmur Stefansson's scientific expedition to the Arctic, leaves Victoria, B. C., for Alaska.

The Bulgarian Government formally accepts the joint demobilization proposal submitted by Serbia and Greece.

June 18.—The Reichstag adopts a resolution providing for the lightening and shortening of the German military service.

Domestic

WASHINGTON

June 12.—The Interstate Commerce Commission decides to investigate the affairs of the St. Louis and San Francisco Railroad, which was recently placed in the hands of receivers.

The Senate Lobby Investigating Committee learns that 1,500,000 pamphlets have been sent out under Senators' franking privileges by persons working in the interest of the sugar-beet industry, thereby saving \$28,000 postage.

June 13.—The appointment of William H. Berry as Collector of the Port of Philadelphia is confirmed by the Senate.

The Senate Finance Committee votes to amend the Underwood Tariff Bill, by putting print paper on the free list.

The Senate approves the Sundry Civil Bill and sends it to President Wilson for his signature.

June 14.—Ambassador Chinda informs Secretary Bryan that Japan is willing to renew the treaty with the United States.

June 16.—Secretary Bryan issues a statement announcing the intent of the President to maintain the civil-service principle in the consular service.

The Supreme Court decides twenty-three railway-rate cases, reiterating the ruling in the Minnesota case, which recognizes the right of States to fix intrastate rates so long as they do not make them excessive.

Secretary of War Garrison announces that the plans for a permanent government in the Canal Zone will not go into effect until after the formal opening of the canal in January, 1915.

June 17.—The Government decides to apply the Pure Food Act to meats and meat products.

President Wilson nominates Thomas Nelson Page, of Virginia, to be Ambassador to Italy.

GENERAL

June 14.—C. Ercanbrach, of Santa Barbara, Cal., is arrested on a charge of attempting to bribe Senator Works to secure for him the local postmastership. Ercanbrach, who is a carpenter, says he did not know it was a crime to pay members of Congress for getting such positions.

The American polo team defeats the British team in the second and deciding game of the international cup series at Westbury, Long Island.

June 18.—The Hamburg-American liner *Imperator*, largest ship afloat, arrives at New York on her maiden trip across the Atlantic.

In answer to your demand our engineers have built a "More Mileage" Tire

Perfect 3-Point Rim Contact

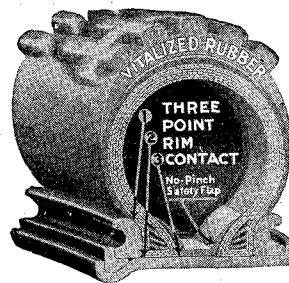


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INVESTMENTS AND FINANCE

THE FALL IN STOCK-EXCHANGE, JUNE 10, PRICES

DURING the week ending June 14, railway and industrial stocks fell to new low records since the panic of 1907. The Supreme Court decision in the Minnesota rate case brought upon the Stock Exchange a flood of liquidations in which practically all railroad and industrial stocks suffered serious declines. A table was printed in the *Wall Street Journal* showing the low prices for railways, on the day following the decision (June 10), as compared with the previous day's prices. Figures were also given to show the low prices reached in 1907. Following is the table:

Railroads:	June 10	High	Low	Low
	Low	1913	1907	1901
Atchafalaya	93	106 $\frac{3}{4}$	66 $\frac{3}{4}$	42 $\frac{1}{4}$
Baltimore & Ohio	90 $\frac{3}{4}$	106 $\frac{3}{4}$	75 $\frac{3}{4}$	81 $\frac{3}{4}$
Canadian Pacific	214 $\frac{1}{2}$	266 $\frac{3}{4}$	138	87
Central of N. J.	280	362	144	145 $\frac{3}{4}$
Chesapeake & Ohio	53	80	23 $\frac{1}{4}$	29
C. M. & St. Paul	98 $\frac{3}{4}$	116 $\frac{1}{4}$	93 $\frac{1}{4}$	134
Chicago & N. W.	123 $\frac{1}{4}$	138	126	168 $\frac{1}{4}$
C. C. C. & St. L.	44 $\frac{3}{4}$	54	48	73
Del. & Hudson	147 $\frac{3}{4}$	167	123 $\frac{3}{4}$	105
Denver & Rio Gr.	14 $\frac{1}{2}$	23 $\frac{1}{4}$	16	29 $\frac{1}{2}$
Erie	20 $\frac{1}{4}$	32 $\frac{3}{4}$	12 $\frac{1}{4}$	24 $\frac{1}{2}$
Great Northern pf.	115 $\frac{1}{2}$	132 $\frac{3}{4}$	107 $\frac{1}{2}$	167 $\frac{1}{2}$
Illinois Central	110 $\frac{1}{2}$	128 $\frac{1}{4}$	116	124
Kansas City Sou.	21 $\frac{1}{2}$	27 $\frac{1}{4}$	18	13 $\frac{1}{2}$
Lehigh Valley	141 $\frac{1}{4}$	168 $\frac{3}{4}$		
Louis. & Nash.	126 $\frac{1}{2}$	142 $\frac{1}{4}$	85 $\frac{1}{2}$	76
M. S. P. & S. S. M.	118 $\frac{1}{4}$	142 $\frac{1}{4}$	60	15
Mo., Kan. & T.	18 $\frac{1}{2}$	29 $\frac{1}{4}$	20 $\frac{1}{4}$	15
Missouri Pacific	25 $\frac{1}{2}$	43 $\frac{3}{4}$	44 $\frac{1}{4}$	69
New York Cent.	96 $\frac{1}{2}$	109 $\frac{3}{4}$	89	139 $\frac{3}{4}$
N. Y., N. H. & H.	101 $\frac{1}{2}$	129 $\frac{1}{4}$	127 $\frac{3}{4}$	206 $\frac{1}{2}$
Norfolk & West.	98	113 $\frac{1}{2}$	56	42
Northern Pacific	101 $\frac{3}{4}$	122 $\frac{3}{4}$	100 $\frac{1}{2}$	77 $\frac{1}{4}$
Pennsylvania	106 $\frac{1}{2}$	123 $\frac{1}{4}$	103 $\frac{1}{2}$	137
P. C. C. & St. L.	86 $\frac{1}{2}$	104	51	57
Reading	151 $\frac{1}{2}$	168 $\frac{3}{4}$	70 $\frac{1}{2}$	24 $\frac{1}{2}$
Rock Island	12 $\frac{3}{4}$	24 $\frac{1}{4}$	11 $\frac{1}{4}$	
Rock Island pf.	20 $\frac{3}{4}$	44 $\frac{3}{4}$	26 $\frac{1}{2}$	
Southern Pacific	89 $\frac{1}{2}$	110	63 $\frac{1}{4}$	29
Southern Railway	19 $\frac{1}{2}$	28 $\frac{3}{4}$	10	18
Texas & Pacific	11	22 $\frac{3}{4}$	17 $\frac{1}{2}$	23 $\frac{3}{4}$
Union Pacific	138 $\frac{3}{4}$	162 $\frac{3}{4}$	100	76
Western Maryland	32	46	6	
Wisconsin Cent.	42	58 $\frac{1}{2}$	11	14 $\frac{1}{2}$

There was some recovery within a week after the decision, but the level remained low. John Moody, writing in his well known *Magazine* several days before the decision was rendered, declared that prices had then "reached a lower average than at any time since the spring of 1908," many prices having gone to "the neighborhood of the panic prices of 1907." Of the causes for the decline, he said:

"The causes are clearly apparent. While general trade conditions are not such as to cause extreme discouragement, it must be agreed that such disturbing factors as the Berlin situation, and the general stress of credit conditions in Europe, are not matters to be passed lightly by. Our own credit condition has been none too sound this year, but there is not such urgency here as on the other side of the water. While New York has found it difficult to float new security issues, London, Paris, and Berlin are all confronted with a far more troublesome situation. The absorbing power in those centers has been overtaxed for many months, and has finally almost reached the breaking-point.

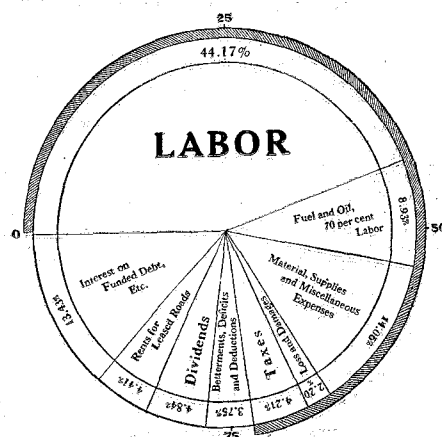
"It is this foreign situation which has been the primary factor in unsettling all the world's markets during the past ten days, and the liquidation which started extensively at the close of May is directly traceable to this cause. The selling of Canadian Pacific by Berlin on so large a scale last week clearly precipitated the general down-

ward movement in the entire New York market.

"But this situation alone would not have been so serious were it not for the fact that certain local developments of the past month have helped the general demoralization in the New York market. Chief of these have been the disclosures in recent months of the new type of high finance which has characterized the flotation of a large number of the new industrial issues. The collapse in the prices of so-called 'high-grade' preferred stocks to figures representing little more than half their original flotation prices has naturally gone a long way toward creating distrust. And following quickly on the heels of the revelations in Rumely and others of this type, we had the St. Louis and San Francisco receivership. The latter, had it been due to ordinary causes, would not have been so disturbing, but when it was realized that the failure of this great railroad system was caused also by a species of 'high finance' and had nothing to do with the earning capacity or merit of the main property itself, extreme uneasiness developed throughout the entire length and breadth of Wall Street."

THE INCOME OF A RAILWAY AND HOW IT IS SPENT

Moody's *Magazine* prints the subjoined diagram to show the distribution which railways make of their gross earnings. It will be seen that labor gets much the largest part of the dollar, the next largest parts going for interest on funded debts and for materials, supplies, etc. Dividends call for one of the smaller parts; stockholders get about the same amount as the State gets as taxes. The shaded line which surrounds about three-fourths of the circle indicates that 75.5 per cent. of a railroad's gross earnings are paid out for operating expenses and taxes, leaving the remainder for interest on debts, rentals of leased lands, dividends, and betterments.



THE WAR BURDENS OF EUROPE

Not the least important factors in the heavy demands which have been made on the world's credit in late years are those due to war and preparations for war. A writer in the *Journal of Commerce* notes that the cost of the German Army and Navy in 1900 was \$203,500,000; to-day it is nearly double that amount. During that period, the military expenditures of Germany increased 45 $\frac{1}{2}$ per cent.,

and the naval expenditure was trebled. Other nations meanwhile greatly advanced their outlays for armies and navies. For eight great Powers—Germany, Austria-Hungary, Italy, France, Russia, Great Britain, Japan, and the United States—the total for military expenditures in 1900 was \$936,500,000; twelve years later the total was \$1,239,500,000. So also of naval expenditures; these eight Powers increased their outlays in the same period from \$436,000,000 to \$768,500,000. Stating the matter in a different way, the figures show an increase in military expenditures of 32½ per cent. and in naval expenditures of 75 per cent., the combined increase for the two purposes in these twelve years being 45½ per cent.

In contrast with these figures are those for the growth of population of the same eight countries. This growth was about 15 per cent. only, or one-third as great as the increased expenditure for armies and navies. The writer believes that, if to the total spent by these countries on armies and navies, be added the sum expended by smaller Powers there will be found a total outlay for armament in 1912 of \$2,500,000,000. Such was the cost of an armed peace, without reckoning the indirect cost due to compelling able-bodied young men to abandon productive occupations in order to serve in armies and navies. In Europe are about 4,000,000 men constantly under arms. If the economic loss thus caused by diminished production be placed at five dollars per man per week, or \$250 per year, the total loss to Europe from this source in 1912 would amount to \$1,000,000,000. This sum, added to the sum spent by taxpayers for armaments, gives us the prodigious total of \$3,500,000,000 annually expended.

THE GROWING ARMY OF SMALL INVESTORS

S. W. Straus, writing in *The Investor's Magazine*, dates the beginnings of investments "in a broad general sense" from the Civil War, when Jay Cooke found a market among the people for government issues with which to finance the war. Since that time, says Mr. Straus, the spread of the investment idea has been even more wonderful than the spread of savings-banks. It is estimated that the public now absorb annually a sum approximately of \$1,500,000,000 in investment securities. Mr. Straus believes, however, that the field "is only beginning to be cultivated thoroughly."

It is only within the past six or eight years that financial houses had in mind any investors except those of large means. They did not advertise in order to attract the general public. Conditions have so changed that "buyers of investment securities are now numbered in the millions." Twenty or thirty years ago, a man of moderate means seldom thought of making an investment in anything except houses, lands, or speculative stock. A man with a few thousand dollars only was not sought by large investment houses which had sound securities for sale. It was in such conditions as these that "the get-rich-quick industry grew up almost overnight." Mr. Straus continues:

"During the last few years, three great forces have operated against the dan-

July Investments Meeting the General Demand for 6% and Safety

Unquestionable safety is the first requirement of the cautious and prudent investor. At the same time, confronting an increased cost of living, investment buyers justly insist on the highest interest rate consistent with perfect security.

For the investment of July funds in conformance with these requirements, we suggest First Mortgage Serial Bonds secured by downtown Chicago property of the highest class, whose safety is unquestionable, and which bear 6% interest.

From our list of July offerings we have selected the following 6% loans which we especially recommend as sound investments for income:

Fort Dearborn Hotel Building First Mortgage Bonds, total issue \$650,000; value of property \$1,270,000. Building 17 stories in height, entirely leased for 99 years. Net rental \$97,000, two and one-half times interest charges.

La Salle Building First Mortgage Bonds, total issue \$550,000; value of property \$1,200,000. 12-story office building. Net rental nearly 3 times the interest charges.

Lombard Annex Building First Mortgage Bonds, total issue \$150,000; value of property \$300,000. 11-story building, entirely leased. Net annual earning three times interest charges.

Ravenswood Court First Mortgage Bonds, total issue \$105,000; value of property \$225,000. Net rental more than two and one-half times interest charges.

Denominations: \$100, \$500, \$1,000, \$5,000

We have purchased these Bonds after careful investigation. They represent a type of security which we have sold for 31 years, during which time no investor has ever lost a dollar of principal or interest on any investment sold by us.



Call or write for our July Circular No. 247 B, and for the Investors Magazine.

S.W. STRAUS & Co.
INCORPORATED
MORTGAGE AND BOND BANKERS
ESTABLISHED 1882

STRAUS BUILDING CHICAGO ONE WALL STREET NEW YORK

107B

FIRST MORTGAGES ON IMPROVED FARMS ARE
SAFE and yield 6% and 6½% NET
We collect and remit interest in N. Y. exchange without charge. Write for lists of mortgages and full details.
THE DEVEREAUX MORTGAGE COMPANY
1917 Spalding Building, Portland, Oregon

Sound 6% Bond Tax Exempt in N. Y. State To Yield Full 6%

Amplly secured—an opportunity for holders of good bonds yielding 5% to secure a 20% larger income without speculative risk or disappointment.

\$100 difference in income upon each \$1,000 bond in ten years is worth consideration.

Write for full particulars, furnished gratis upon request for circular D-4.

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NEW YORK
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CHICAGO
La Salle & Adams Sts.

HALSEY & CO., Inc.
55 Congress Street, Boston

LONDON
Morton Otis, Ag't.

PHILADELPHIA
1421 Chestnut Street

SAN FRANCISCO
424 California St.

GENEVA
Switzerland

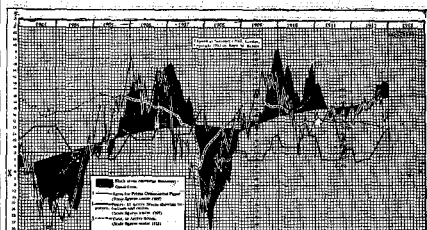
For 35 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of \$200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 717 \$25 Certificates of Deposit also for saving investors.
PERKINS & CO. Lawrence, Kan.

"SHOULD I BUY OR SELL STOCKS?"

This problem is now confronting every investor.

You will protect yourself by writing to us before you decide.

Take your pencil and mark on the



BABSON COMPOSITE PLOT

the dates of your investments during the past ten years. Frankly, have you always chosen the most favorable time to buy, the time when fundamental conditions were just right to give you the lowest price and the highest yield? Now, instead of looking backward and seeing what you ought to have done, why not look ahead and actually do it? The Babson Composite Plot indicates when fundamental conditions are ripe for buying stocks and bonds. Before you make your next investment write for a copy of a valuable booklet, explaining when to buy or sell, which will be sent gratis to any person interested in the work of the Babson Organization.

Address Dept. G-64 of the

Babson Statistical Organization

Executive Block Wellesley Hills, Mass.
Largest Organization of its Class in the U. S.



**Before
you invest, send
for these booklets**

They explain in detail an invest-while-you-earn plan we have originated—

"Compound Investment"
Trade Mark

by which you can purchase guaranteed, seasoned industrial securities, on partial payments. An accumulation of \$100.00 or more will practically double in ten years.

We offer you "Pure Gold" securities issued in units of \$100.00 by the great industrial concerns of Youngstown, one of the most prosperous manufacturing cities in Ohio, whose financial position in the last panic was impregnable. At current prices they return almost 7%. Before we offer a security to an investor, we first ascertain the merit of the proposition by thorough investigation. An examination will convince the most exacting and conservative investor of the soundness of these securities.

But, first of all, read these booklets. Simply write us a postal and they will be forwarded to you at once.

The Realty Guarantee and Trust Co.
Capital and Surplus \$400,000.00
Youngstown, Ohio.

To investors we absolutely GUARANTEE for 5 years 5 1/2% interest and return of principal, with option of increasing return conditionally.

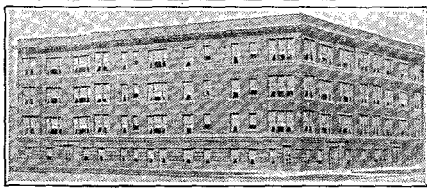
FARM MORTGAGES

are the safest and best investments when judiciously made. We offer First Mortgages on the richest producing farms in the world—the Illinois "Corn Belt."

The underlying security is readily salable for more than three times the amount loaned. We have specialized in them for more than 55 years. Never a cent lost to investors.

Write for List 215.

A. G. DANFORTH & CO., Bankers
Founded A. D. 1858
WASHINGTON, ILLINOIS



We offer at Par and Accrued Interest

6%

**First Mortgage
Real Estate Gold Bonds
\$500—Denominations—\$1000**

On the above building including the land

Valued at \$80,000.
Total issue, \$42,500

Bonds dated April 30, 1913, and mature as follows:
\$2500, payable April 30, 1914 | \$3500, payable April 30, 1916
\$3500, payable April 30, 1915 | \$3500, payable April 30, 1917
\$29,500, payable April 30, 1918

The improvement is a new, modern, high-grade brick and stone building, containing 18 apartments, beautifully located on the North Shore, this city, and convenient to good transportation. Annual income \$12,900.

Send for descriptive circular No. 197-L.
During our nineteen years of continuous business, not a dollar of principal or interest has been lost in an investment through us.

G. H. CONEY & CO.
MORTGAGE BANKERS
105 S. LASALLE STREET
CHICAGO

gerous promoters. The first was that of publicity, for many magazines of national scope began a long series of exposures which put the public on their guard. The United States Government began prosecuting for fraudulent use of the mails. The third force exerted was by the great investment banks of the country, which began catering not only to the wealthy, but to investors of moderate and of small means.

"When a sound investment bond is put in competition with the ten-cent mining stock and the merits of the two are impartially compared, the mining stock stands little chance. So year by year, as the sales of worthless stock decreased, the sales of legitimate securities have grown.

"The United States is not yet a nation of investors in the sense that France is. It will be a long time before we see such a wonderful spectacle as was accorded in Paris last year, when the investing public subscribed more than three billion dollars to take up an issue of sixty million dollars of municipal bonds. In France every one is an investor—the scrub-woman, the chauffeur, the porter, the milk-man, each has a few sound bonds tucked away in a strong box. The majority of French bonds are issued in denominations of \$60, and most of these bonds are sold to small investors.

"We have not reached the French stage of thrift, economy, and providence, but we have made at least a good beginning. Sound bonds can be obtained in denominations of \$1,000, \$500 and even \$100, thus putting them within the reach of all investors, however small their means. The man with a few hundred dollars laid up in a savings-bank may purchase, if he wishes, United States Government bonds to net a little less than 3 per cent.; municipal bonds to net about 4 per cent.; standard railroad bonds to net as high as 4 1/2 per cent.; the better grade of public utility and industrial bonds to net 5 per cent., and first mortgage real estate bonds to net 5 1/2 per cent. and 6 per cent. All of these are forms of investment that are of tested, tried, and proved soundness. Bonds of any of these classes, if purchased from an investment banking house of experience, standing, and reputation, afford the investor perfect safety."

WHY THE "FRISCO" FAILED

John Moody writes in his *Magazine* of the causes which led to the appointment of a receiver for the St. Louis and San Francisco railway a few weeks ago. He attributes the failure mainly to unprofitable "feeders." While one of these—the Chicago and Eastern Illinois—is a substantial property, which on a proper capitalization would have no difficulty in showing good profits, the 'Frisco held it under terms which have proved to be "extremely costly." Mr. Moody says in detail:

"For the preferred stock the company paid in its own guaranteed certificates \$150 per share, and for the common stock \$250 per share, agreeing to redeem these certificates at these prices in 1942. It further obligated itself to guarantee the equivalent of 6 per cent. on the preferred stock and 10 per cent. on the common. Practically speaking, the 'Frisco' acquired an option on the Chicago and Eastern Illinois stocks; paid no money down on the principal, but has been paying the equivalent of 10 per cent. dividends on the common and 6 per cent. on the preferred. When the record of actual dividends earned and paid by the Chicago and Eastern Illinois on its own common stock is examined, it will be seen how disastrous an investment

Healthy Returns

From a Safe Investment

Even so conservative a lender as the United States Government accepts Municipal Bonds as security for 30% of United States deposits.

Thousands of investors of large and small amounts, will be glad to know of this ever-widening market for

American Municipal Bonds

We append a list of attractive securities for your consideration; bonds which are "better than gold" for they mean not only safety of the principal but a definite and sure income.

\$30000 Medina Co., Texas, Road 5s	netting 5%
30000 Sylva Tp., N. C., Road 5 1/2s	" 5.30%
30000 Lonsdale, Tenn., Electric L. 5 1/2s	" 5.50%
30000 Colonial Beach, Va., Water 6s	" 5.50%
15000 Williamston Tp., N. C., Road 6s	" 5.50%
26000 Youngston, Nev., Sewer 6s	" 6%

We shall be glad to send our "Book of Bonds" on request. Address

ULEN & CO.

38 S. Dearborn St., Chicago

**6% Per Annum with
Participation in
Excess Earnings**

REAL ESTATE TITLE BONDS

Secured by highly improved property in retail business district of Seattle. Denominations of \$100 to \$1000.

Write for latest circular, No. 12D describing this attractive offering.

AMERICAN CITIES REALTY CORPORATION

312-16 Leary Bldg.

Seattle,

Washington

\$100 Bonds

The simplest form of investment. They are the same bonds as the \$1000 issues, split up into convenient \$100 denominations.

They come in variety—Government, City, Railroad, Public Utility, Industrial.

Listed on the New York Stock Exchange, they have a quick market. They are readily bought, readily sold. They may be bought for cash. They may be bought on Partial Payments—\$10 down and \$5 a month.

Send for Booklet E-2—" \$100 Bonds."

John Muir & Co.
SPECIALISTS IN

**Odd Lots
of Stock**

Members New York Stock Exchange

MAIN OFFICE—74 BROADWAY

Uptown Office—42d Street and Broadway
NEW YORK

Service to Investors

Every investor is confronted by the problem of obtaining the largest possible income return without sacrificing safety.

Primarily this problem belongs to the investment banker. The investigation of all features concerning bond issues, including the underlying security, is his specific business.

It is just this kind of service that is offered by our Bond Department. We will be glad to have you call on us or write us in regard to your investments.

Send for our investment
Circular V-244.

Guaranty Trust Company of New York

140 Broadway

Capital and Surplus, - - \$30,000,000
Deposits, - - - - - 176,000,000

THE TARIFF

AND

Your July Dividends

Will the proposed Tariff Legislation affect your investments unfavorably?

Do you know that public utility bonds cannot be influenced by Tariff changes?

That is one of the reasons for their present popularity.

Write for our circular 150-L

P. W. BROOKS & CO.

115 BROADWAY, NEW YORK

Boston

Philadelphia

Buy Bonds

Good bonds have all the elements of security of real estate mortgages. They are fractional parts of carefully drawn mortgages on improved and productive property and, in addition, are backed by the credit of prosperous business enterprises. They are readily salable at all times and the interest can be collected at any bank by presenting the coupons as they become due. Long-term bonds assure permanent investment of funds and save the trouble and possible risk of changing or renewing investments every few years.

May we offer suggestions for the investment of your money in high grade bonds which we have examined carefully and which we can recommend?

Correspondence is invited

White, Weld & Co.

The Rookery 14 Wall St. 111 Devonshire St.
Chicago New York Boston

this has been for the 'Frisco. In only two years out of the past ten (1907 and 1908) did the Chicago and Eastern Illinois common pay as much as 10 per cent. It paid 5 per cent. in 1912, 9½ per cent. in 1911, 8 per cent. in 1910, 2 per cent. in 1909, 8 per cent. in 1906, 5 per cent. in 1905, and 8 per cent. in 1904. Thus, the 'Frisco has had to stand in the breach and make up these shortages year by year.

"Even this condition, however, would not have swamped the 'Frisco, had it not been that since the close of the last fiscal year the Chicago and Eastern Illinois earnings have been steadily declining and no earnings are now in sight for dividends on the common stock. Thus we find that the collapse of the 'Frisco has been in no sense due to the operations on its own lines, but entirely because of the losses created by its subsidiaries.

"In view of the causes of this company's downfall, it seems clear that any successful reorganization should first of all divorce the main system from these unprofitable 'feeders.' For without these 'feeders' the 'Frisco would not only be meeting its charges to-day, but would have no difficulty in showing surplus earnings equivalent to at least 10 per cent. on its second preferred stock, after payment of the full dividend on the first preferred.

"There ought to be a good future for the 'Frisco system, if properly reorganized. It operates for the most part through a prosperous and growing territory; it gets high enough freight and passenger rates to show a good margin of profit; its freight haul is considerably longer than the average, and as in the past, it can be operated in the future with genuine efficiency.

"This St. Louis and San Francisco collapse has served to bring to light a glaring defect in the present form of making railroad statements. Notwithstanding the rigid rules of the Interstate Commerce Commission, it is still possible for railroads to largely conceal serious losses from stockholders, by burying the telltale figures in the balance-sheets; and this has apparently been done, not only in the case of the St. Louis & San Francisco, but also by the New Haven, the Boston and Maine, the Denver and Rio Grande, and a number of other roads.

"In the case of the 'Frisco, the chief 'nigger in the woodpile' is the New Orleans, Texas, and Mexico division of the system. These lines consist of a rather extensive network of roads in southern Texas, some of which have been in operation for a number of years, and others recently constructed. The 'Frisco created a debt of approximately \$30,000,000 on these lines, in addition to certain mortgages already existing, and undertook to assume this debt. It was persistently stated at the time that great earning power was assured for these new lines and that they would from the start be an asset of great importance to the parent company. Instead of this, however, they turned out to be a liability, and failed to earn their charges by enormous sums.

"In its 1910 and 1911 reports the 'Frisco gave no definite intimation of how affairs were progressing on these new lines, but as a matter of fact they were losing money all the time. Whenever statements of earnings were published, figures were presented under the heading 'All lines of system,' but never were the earnings of these Texas lines included in such reports. In the 1911 annual report of the 'Frisco it was briefly stated in the text that the new Texas lines had lost \$943,392, but it was explained that this was added into the 'cost of property' since the road was not then in full operation. Thus this loss of nearly a million dollars was added in as an 'asset' of the St. Louis and San Francisco.

INVESTMENT SERVICE

The bond house of J. S. & W. S. Kuhn, Inc., has a wider field of usefulness than merely the buying and selling of bonds:

It renders a service that investors need. It aims to safeguard the interest of its clients in every way possible.

It endeavors to supply each investor with securities meeting individual requirements and makes certain that each investment is placed to the best advantage.

The advice and assistance of a house of this character is worth much to the man or woman who is interested in intelligently increasing the earning power of funds invested.

Write for Circular No. 443 describing high-grade bonds and short term notes yielding from 5 to 6% suitable for July investment.

J. S. & W. S. KUHN, Inc.
Pittsburgh, Pa.

Chicago—First National Bank Bldg.
Philadelphia—Real Estate Trust Bldg.
New York—37 Wall Street

Boston—Kuhn, Fisher & Co., Inc.

London, Eng.—J. S. & W. S. Kuhn
(European Agency), Ltd.
Pinners Hall, Austin Friars

Investment Bonds

YIELDING

4½% to 6%

The return on high grade bonds of active market has in times past ranged from 3¼% to 4%. To-day this normal yield has become increased to the abnormal return of 4½% to 5%. More than this: where investors, like most private investors, do not need the element of active market, so long as their investments possess a reasonably broad market, a yield ranging from 5¼% to 6% is now to be had from issues of high standard.

Send for Circular 480
"Diversified Investments."

Spencer Trask & Co.

Investment Bankers

43 Exchange Place, New York

ALBANY BOSTON CHICAGO



"Emergency Money"

A safe kind to carry

Keep a few of these "A.B.A." Cheques in your pocketbook and you will never be caught short for want of cash.

They are as good as actual money and much safer. A thief cannot use them without your signature and they may be replaced if lost or stolen.

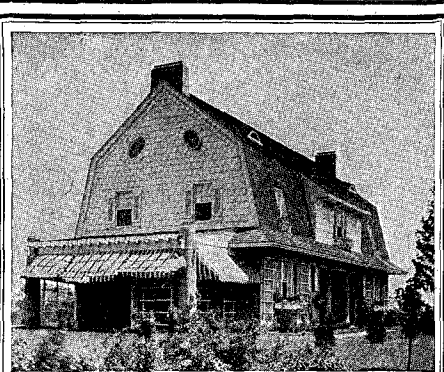
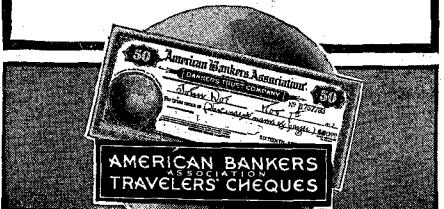
"A.B.A." Cheques

Hotels everywhere accept them in payment of bills. You can pay railway and steamship fares and make purchases with them. 50,000 banks have agreed to cash them at sight; no introduction needed, your counter-signature identifies you.

Get them at your Bank

If your bank is not yet supplied with "A.B.A." Cheques, write for information as to where they can be obtained in your vicinity.

BANKERS TRUST CO., New York City



*Stained with Cabot's Shingle Stains
Aymar Embury II, Architect, New York*

**Moss-green and Tile-red Roofs
Bungalow-brown and Silver-gray Walls**

and many other beautiful and artistic color combinations that you cannot get with paint, are made with

Cabot's Creosote Stains

They cost less than half as much as paint and look twice as well. The colors are softer and richer, with no glaze or "painty" effect, and the Creosote thoroughly preserves the wood. They are the original, genuine Creosote Stains, made of refined Creosote, and strong, lasting colors finely ground in pure linseed oil. Avoid the cheap, tawdry colors and dangerous inflammability of the kerosene oil imitations.

You can get Cabot's Stains all over the country. Send for free samples of stained wood.

**SAMUEL CABOT, Inc., Manfg. Chemists
7 Oliver Street Boston, Mass.**

During the year 1912 the net loss on these new lines was \$903,969. This loss was not charged to income, but was again 'buried' in the profit and loss account under the list of 'assets.'"

NEW YORK NOW THE WORLD'S GREATEST PORT, SURPASSING LONDON

Later figures might change the conclusion, but, so far as they are now available, official figures for the commerce of the world's great cities place New York at the head. London, which for generations led all cities, now stands second; Hamburg is third, and Liverpool fourth. The element of uncertainty referred to lies in the fact that the latest figures for Hamburg, Liverpool, and some other cities are for 1911, while those for New York are for 1912. So far as London is concerned, however, New York leads beyond question, inasmuch as the 1912 figures are at hand for London as well as for New York. While it is possible that Hamburg or Liverpool, or even both, may have made greater increases than New York in 1912 over 1911, this is quite unlikely. Following are the figures for the ten great ports of the world, as given in the periodical called *The Nation's Business*. They are for a year's exports and imports as combined into one total:

1. New York, 1912.....	\$1,793,690,123
2. London, 1912.....	1,791,857,641
3. Hamburg, 1911.....	1,674,187,641
4. Liverpool, 1911.....	1,637,280,476
5. Antwerp, 1911.....	1,121,654,799
6. Marseilles, 1911.....	678,431,300
7. Havre, 1911.....	531,096,600
8. Bremen, 1911.....	501,146,540
9. Buenos Aires, 1912.....	479,536,241
10. Calcutta, 1911.....	410,128,830

Commenting on this showing, *The Nation's Business* remarks that the extraordinary growth in commerce which has made possible this supremacy for New York, "can be understood by glancing back fifty years." It adds:

"In 1862, the imports of the whole nation were \$189,356,679, or \$5.79 per capita, as against \$16.94 per capita in 1912. The total exports, both domestic and foreign, for 1862, were \$190,670,501, or a per capita of \$5.83, as compared with a per capita of \$22.41 in 1912. It will thus be seen that the commerce of the entire United States fifty years ago was less than one-fourth of the commerce of the single port of New York in the year 1912."

LOWER COMMODITY PRICES

Bradstreet's "Index Number" for June 1 indicated further recessions in commodity prices. The percentage of decline was not large; in fact, it was quite small, leaving the index number at \$9.0711. The significant fact in the decline was that it was the sixth consecutive decline since the high point reached in December last year. The decline has been very gradual, but constant. The "Index Number" is the lowest recorded since March, 1912. A high level was maintained for meats. This gives resistance to the lower tendencies in other commodities. The writer says further:

Cast Bronze Signs

Bronze Memorial Tablets
Designs, Estimates and Illustrated Books Free.
Jno. Williams, Inc., Bronze Foundry
538 West 27th Street New York

"DON'T SNORE" Snoring means that your lungs are not getting enough air. Our clever little device is guaranteed to prevent snoring and mouth breathing. Keeps the nostrils open and clear. Sends full currents of air into the lungs. You'll feel better and brighter when you wake up. Easily adjusted, durable, convenient. Gold filled. \$1.00 postpaid. Money back if not satisfied. Simple Device Sales Co., Box 503, Leesburg, Va.

The Coward Shoe

"REG. U. S. PAT. OFF."

James S. Coward imports and
Uses More

IRISH and ENGLISH BEND SOLE LEATHER

than any other shoeman in the
United States.

American "bends" are used by most makers because the cost is less, and they are easy to work. A five minute bath puts American "bends" in condition to use.

IRISH AND ENGLISH BENDS

MUST SOAK FOR FIFTEEN HOURS

BEFORE THEY CAN BE USED.

Nothing is too good for Coward Shoes. Therefore—hundreds of these superior "bends" are cut every week in Coward workrooms.

SOLD NOWHERE ELSE

JAMES S. COWARD

264-274 Greenwich St., N. Y.

(NEAR WARREN STREET)

Mail Orders Filled | Send for Catalogue



What kind of shoe laces

do you wear—the kind that wear out quickly, or Nufashond?

You can get a Nufashond Lace at every price. For summer you'll want

Nufashond
Patented May 7, 1907

Oxford Laces

Unusually strong—doubly reinforced center, with wide flowing ends.

Guaranteed 3 months

25 cents per pair. All pure silk, in black, tan, white—men's and women's. Your dealer has them—if not we'll mail them on receipt of 25 cents.

Nufashond Shoe Lace Co.
Dept. E, Reading, Pa.



"Six groups descended during a month's time, while seven ascended. Live stock dropt principally because of a decline in the price of sheep. Textiles receded, largely on cheaper domestic wool. Metals declined all around. Coal and coke fell, owing chiefly to cheaper prices for Southern coke. Building materials went off, and chemicals and drugs show a rather sharp decline, this being due to lower prices for carbolic acid. Breadstuffs advanced, principally on crop or weather reports. Provisions show a trifling advance, the most noteworthy decline in this group, that furnished by butter, being counteracted by a rise in eggs and slight gains in other commodities. Fruits are up owing to dearer lemons. Hides and leather ascended because of a slight rise in hides. Oils moved up a little owing to an increase in cottonseed oil. Naval stores rose just a shade, principally on a higher price for resin, and the miscellaneous group reflects a very small advance, cheaper hops being counterbalanced by a rise in tobacco."

THIS YEAR'S DEPRESSION AND THAT OF OTHER YEARS

A writer, using the initials "O. R. S.," and who is referred to as a member of a New York stock exchange house, contributes to *The Bankers' Magazine* for June a short article in which he compares the financial depression of this year with conditions that prevailed in other years back to 1873. Without accepting the cycle theory of panics and depressions, he undertakes to point out certain ways in which present conditions resemble those of some other years. He accepts 1873, 1893, and 1907 as "panic years of the first class," but the years 1883 and 1903 belong rather to the class of secondary depressions, and it is to this class that the present year belongs. Following are interesting points in his article which we may assume to have been written at least a month ago:

"The panic of 1907 was of the first class and called, theoretically, for the recovery of 1908 and 1909. This in turn presaged, at some time during the succeeding three years, commercial liquidation and depression in business, with a tendency on the part of prices to return to the previous panic level, though this tendency has been modified materially in the past by the condition of the money market, by the rate of gold production, and by the accident of good or bad crops in any particular year.

"In our opinion we are now in this second period of liquidation so far as concerns the stock market. With regard to general business, a depression of more or less severity is certainly in prospect dependent upon the crop outlook, the political situation at home and abroad, and the ability of the money centers of the world to adjust themselves to the coming strain. This period of readjustment would not unlikely have reached its climax last year had it not been for the fortunate harvesting of exceptionally large crops, enabling us to put off the eventual reckoning.

French, German, Spanish, Italian



Can be learned quickly, easily and pleasantly, at spare moments, in your own home. You hear the living voice of a native professor pronounce each word and phrase. In a surprisingly short time you can speak a new language by the

Language-Phone Method

combined with

Rosenthal's Practical Linguistry
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The Language-Phone Method
902 Putnam Bldg., 2 W. 45th St., N. Y.

Spend This Summer Sightseeing in Glacier National Park



THE new National Playground — Glacier National Park — invites you to spend your vacation among its mountains, its glaciers, cataracts and trout streams. The scenic grandeur of this 1,500 square mile amphitheatre located in Northwestern Montana, provides a memorable vacation trip.

Vacations—\$1 to \$5 per Day

A magnificent new hotel, operated in connection with the chain of Swiss Chalets throughout the Park, assures ideal accommodations. Tours through the Park by auto, stage, horseback, launch, or afoot may be made at \$1 to \$5 a day. Low round trip summer tourist fares via the Great Northern Railway to Spokane, Portland, Tacoma, Seattle and many other Pacific Coast points permit stop-overs at Glacier National Park. Special convention fares on certain dates.

This Literature Sent Free

A set of interesting booklets illustrating and describing the wonders of Glacier National Park, together with an aeroplane map-folder containing full information as to the cost of the trip, will be sent free to you upon request. Write for this literature before you make your vacation decision.

H. A. NOBLE, Gen. Pass. Agt.
Great Northern Railway
Dept. 100 St. Paul, Minn.

"See America First"

**GREAT
NORTHERN
RAILWAY**

National Park Route

Panama-Pacific International

Exposition, San Francisco, 1915.
130

July Investments to Net 6 Per Cent.

FUNDS available at this time should be invested to secure safety and the highest consistent rate of interest.

A-R-E's, the Gold Bonds of the American Real Estate Company, provide this combination. They are based on the extensive ownership of New York real estate, which has increased steadily in value for nearly 300 years and creates millions of new wealth every year.

The Company's holdings are located along rapid transit lines, in the direct path of New York City's growth, and in the extension of its business, it offers to investors its 6% Gold Bonds, in these two convenient forms:

6% Coupon Bonds

In denominations of \$100, \$500, \$1000, etc.

6% Accumulative Bonds

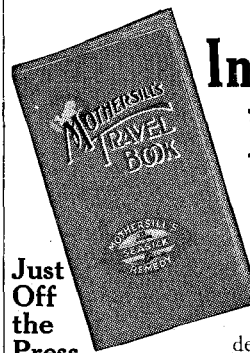
For investing \$25 and upward annually to accumulate \$1000 or more.

Printed matter and map of New York City fully explaining these bonds will be sent on request.

American Real Estate Company

Founded 1888 Assets \$27,202,824.19
Capital and Surplus \$2,188,805.50
527 Fifth Ave. Room 504 New York

Send for This Interesting and Instructive Book on TRAVEL



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We expect a greater demand for this 40 page, illustrated booklet on travel, than has ever been known for any other ever published for free distribution.

Mothersill's Travel Book tells you what to take on a journey and what not to take—how to pack and how to best care for your baggage and gives exact information as to checking facilities, weights, etc., in foreign countries—gives tables of money values—distances from New York—tells when, who and how much, to "tip." In fact this booklet will be found invaluable to all who travel or are contemplating taking a trip in this country or abroad.

Published by the proprietors of the famous Mothersill's Seasick Remedy as a practical hand book for travelers.

This edition is limited so we suggest that you send your name and address at once, and receive a copy. (A postal will bring it.) Please address our Detroit office for this booklet.

MOTHERSILL REMEDY CO.

407 Henry Smith Bldg., Detroit, Mich.

Also at 19 St. Bride Street, London, England.

Branches in Montreal, New York, Paris, Milan and Hamburg.

Is Your Business Transportation On An Efficient Basis?

Are you an owner of horse drawn trucks or delivery wagons?

If so, this talk directly concerns you.

Among the most important problems of modern business is the transportation of goods over roads or streets. Yet until recently many manufacturers and merchants have regarded this department of their business as the least important. While aware of wastes in the traffic service, they have too often regarded trucking and delivery as necessary evils. The significance of delivery expenditure is disclosed when the light of business efficiency is turned upon the transportation end of any business in which goods have to be moved.

Experience shows that comparatively few business men know how much their haulage costs them. This is true not only of the retailer with two or three wagons, but also of the manufacturer whose movement of goods runs into thousands of tons each year.

There are three ways in which to find out whether you are hauling your wares most efficiently:

First, you can make a careful and thorough investigation yourself. But when you undertake to do this you will find the task more difficult than is at first apparent.

Second, you can employ a business efficiency engineer who, if entirely competent, can tell you exactly how much per ton per mile it costs to handle your freights. He can also probably suggest economies and improvements. But business efficiency experts are not always easy to secure, and with small tradesmen their services entail heavy expenditures.

Third, you can write to the Motor-Truck Department of The Literary Digest. The suggestions we will make will be unbiased. Through us you can avail yourself of the traffic experts of one or more of the reliable motor-truck manufacturers and secure two important results: These engineers will determine for you, first, how much your deliveries are costing you; and, secondly, how much they should cost you if made by motor vehicles. Furthermore, they will tell you frankly if the motor-truck cannot successfully replace the horse. These services will put you to no expense.

The broad, educational work being conducted by the leading motor-truck manufacturers aims to show you what you are now doing, how to do what you are now doing better, and how to do what you cannot now accomplish.

The Literary Digest, whose patronage includes so large a percentage of manufacturers and business men (92,450 highly rated men of this class are now on our subscription list), has taken an active part in this educational work.

Hundreds of manufacturers and merchants have consulted our Motor-Truck Department. Our file of letters from these men includes communications from a great diversity of trades and industries, ranging from the retail merchant with a single delivery wagon to the executive heads of great factories. We have helped scores of these men and we are ready to help you.

If you will tell us as fully as possible about your haulage—of what it consists, average length of runs, how much you carry per load, monthly or annual cost of your delivery service (if such figures are available), we will analyze your problems to the best of our ability. There is no charge for this service.

Isn't it worth while to make this investigation? Competition makes it necessary to watch closely every operating cost. Are you getting the maximum return from your delivery expenses? If you are not, your competitor may be. We are ready to help and suggest. Isn't it worth your while to write us?

Motor-Truck Department

The Literary Digest

"The position of the market at the present time bears more resemblance to the secondary depression periods of 1903 and 1883 than to the first-class panic years of 1893 and 1873. In those depressions the trouble was the direct outgrowth of the strained money situation, due to the enormous overproduction of securities and unwarranted extension of credit by the banks on inadequate reserves, just as is the case to-day. There was no lack of business at either period and prosperous conditions ruled at the beginning of each year, but the strain on the banks proved too great and resulted then, as it most certainly will now, in forced liquidation.

"It is an undisputed fact that at the present time the security markets of the world are in a congested condition. In Europe the condition is probably worse than here. War, and the preparations for war, the hoarding of gold by both the banks and the people, coming at a time of constantly increasing demands for funds by governments and municipalities and corporations, have created a situation that the signing of a treaty of peace may alleviate but will not settle without subsequent liquidation. Already there are signs of a business reaction in England and Germany, which may eventually be severe, particularly in the latter country. In our own country we are without doubt headed toward a depression of more or less severity. The tariff agitation, tho secondary in importance to the money situation, will also have a very disturbing and restraining influence on general business, and it is doubtful if its full effect has yet been felt or discounted.

"The immediate fluctuations in the stock market are always difficult to forecast, but the ultimate outcome, we have no hesitancy in saying, looks bad for the holders of securities. The trend is manifestly downward. Whether prices will reach the panic level of 1907 before a permanent recovery sets in, we would hardly venture to predict, but the tendency is certainly in that direction. The only modifying influence that we can see would be another big crop year, but even this might not have more than a steadying effect. The governing influence at the present time is money. Our legislators have left unheeded the warnings of 1907. Our currency is the same inelastic medium, and our banks will be in the same position as then in time of stress. We believe both the President and the leaders in Congress realize the seriousness of the situation, but the stress of politics has relegated banking reform to a position of secondary importance when it ought to be receiving the first consideration, and the reform when it comes may come too late to stay the storm. The menace of short-time loans, falling due on our normally tight money period, with little prospect of conversion, hangs like a pall over the bond market. In the stock market there is little to encourage either the investor or the speculator."

GOOD-WILL IN CORPORATIONS

Promoters in recent years have made much of good-will. Its inclusion as an asset dates back perhaps many years, but it was not until quite recent years that it was made to appear as a very large item in the assets of corporations capitalized for many millions. Some writers in financial journals are skeptical as to the values that are often placed on good-will. *The Financial World*, for example, remarks that this item "is worth only what the next person will pay for it, and is not a tangible asset." A writer in *The \$100 Bond News*, quoting this remark, adds that

good-will "is usually many times the figure the next person will pay for it." He adds that "much may be said in defense of good-will from the standpoint of a corporation." At the same time it has often been found to be an uncertain quantity. Following is a list of seven corporations, listed on the New York Stock Exchange, with their total capitalization, the amount named in their balance-sheets as good-will, and the high and low prices at which the stock has recently been quoted:

	Total Capital	Good-will	High	Low
Woolworth...	\$65,000,000	\$50,000,000	117 $\frac{1}{8}$	85 $\frac{1}{2}$
G'drich Rub'r.	90,000,000	60,592,650	81	28
Butt. Pub. Co.	14,647,200	9,865,065	40 $\frac{1}{8}$	27 $\frac{1}{8}$
Studeb'r Co.	41,026,600	19,807,277	49 $\frac{1}{2}$	26
Sears, Ro. Co.	48,000,000	30,000,000	221	165
Und'rwd'T'p'r	13,500,000	7,995,720	115 $\frac{3}{4}$	79 $\frac{1}{2}$

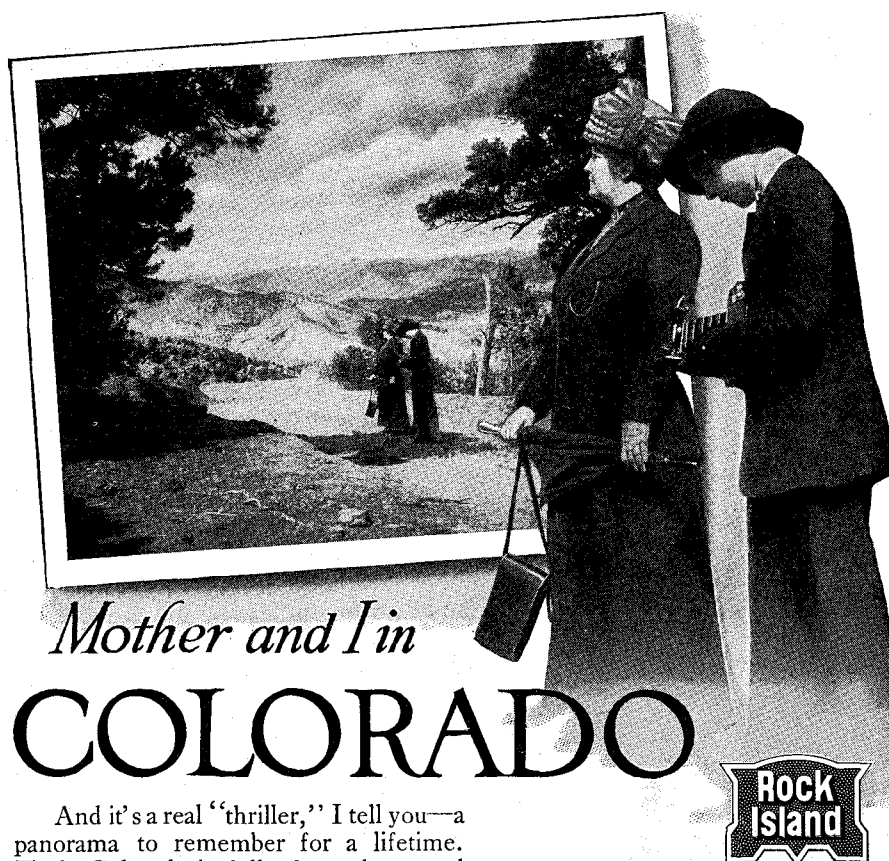
In contrast.
Gen. Elec. Co. 101,202,000 \$1118 $\frac{1}{2}$ 134 $\frac{1}{2}$

THE COMING NEW DAY FOR THE ERIE

Ever since 1908, after the beginning of improvements in grades and the extension of double tracks on the Erie road, repeated predictions have been made as to coming large increases in traffic. Barring a few recessions due to floods or a coal strike, these predictions have thus far been well borne out. It is confidently believed that increases in earnings will continue for some time to come. The double tracking of the western line of the Erie, undertaken at a cost of approximately \$20,000,000, is now nearing completion. The entire line to Chicago will be ready, it is said, for the heavy movement in freight predicted for the coming autumn. Over seventy miles of new service tracking had been put into service by the end of May.

The gross revenue of the Erie for May of this year was \$5,318,000; last year for the same month the revenue was \$4,285,000, an increase of about 24 per cent., due in part, however, to the cessation of trouble with the miners. For eleven months of the current fiscal year, the total revenue of the Erie was \$57,190,000; for the same period last year, it was \$51,463,000, or an increase of about 11 per cent. It is expected that the total revenue for the fiscal year ending June 20 will reach \$62,200,000, and possibly something more. Six years ago, when the important work in lowering grades was undertaken, the gross yearly revenue was only \$49,783,000. The growth from that point has been steady. President Underwood says it is the steady increase in Erie's earnings that makes "the foundation of his faith." If the crops this year shall prove to be all that they now promise to be "calamity-howlers may howl in vain." There can be no hard times, he says, "if the crops are anywhere near as good as they were last year." As soon as the company is able to profit from the facilities now so near completion, he believes a further increase of \$10,000,000 will occur in the road's business, making a total annual income of at least \$72,000,000, as against a total of only \$49,783,000 when the new work was undertaken. Following are figures which show how steady has been the growth in the Erie's income since 1908, the figures being for the month of May in each year, and for each fiscal year itself:

	May	Year
1913	\$5,318,473	\$62,200,000
1912	4,285,492	56,492,370
1911	4,834,975	56,649,908
1910	4,506,138	54,866,190
1909	4,289,265	50,541,162
1908	3,851,252	49,784,236



Mother and I in COLORADO

And it's a real "thriller," I tell you—a panorama to remember for a lifetime. Truly Colorado is full of wonders—and full of bracing, brilliant loveliness, too, where valleys and streams are simply enchanting.

Our happy vacation began on the
Rocky Mountain Limited

—every morning from Chicago to Denver,
Colorado Springs and Pueblo—

a train that is a one day's wonder in itself—only Colorado could make you willing to leave it

We just ate and slept and basked in the observation car, sampled the library, listened to the music and let ourselves be waited on by the nicest attendants. It was delightful.

"The Colorado Flyer"

every morning from St. Louis, and other splendidly equipped, fast daily trains via Rock Island Lines from Chicago, St. Louis, Kansas City, St. Joseph, Omaha and Memphis for Colorado, Yellowstone Park and the Pacific Coast.

Low Fares Daily June 1st to September 30th

"Little Journeys in Colorado" and "Under the Turquoise Sky" are two books which make the way clear. Let me send them to you. L. M. Allen, Pass. Traff. Mgr., 8 La Salle Station, Chicago, Ill.

Lee

Puncture-Proof Pneumatic Tires

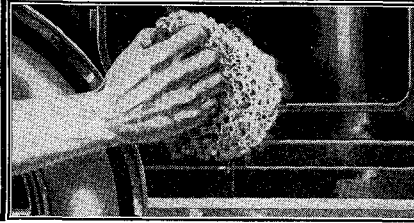
Get our
"Puncture-Proof
or Money-Back"
Guarantee

and Booklet "L" showing 6026 miles per tire on 140 tires, without a single puncture or inner-tube replacement.

CONSHOHOCKEN, PA.



Lee Tire & Rubber Co.



Put the Shine Back on Your Automobile

You can take off all travel-stain—the heaviest grime and grease. You can make your car as lustrous and glossy as new with

MOBO Auto Cleanser

A vegetable-oil soap that gives new life to paint and varnish. Will not streak or crack the finest finish.
MOBO is good for cleaning furniture, leather, painted walls, parquetry and the like.

If you cannot buy MOBO in your neighborhood, send us your dealer's name and address, and 25 cents for a 1½-pound trial can. Ask for FREE booklet, "How to Keep an Auto Clean."



JOHN T. STANLEY
Maker of Fine Soaps
650 West 30th Street
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There is a Great Difference in Tobaccos

Tuxedo is the Mildest, Sweetest, Most Pleasant Smoke in the World, Because—

First—The makers of Tuxedo have always been willing to spend the money necessary to buy the mildest, choicest, most thoroughly aged, selected Burley tobacco.

Second—The makers of Tuxedo know exactly how to treat this Burley tobacco so that every bit of pleasantness and goodness remains in the tobacco and every bit of unpleasantness and harshness is taken out.

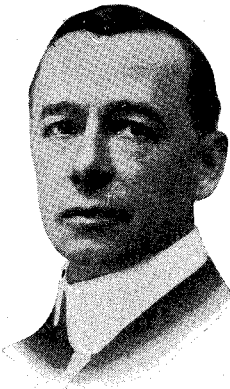


WALLACE IRWIN

Wallace Irwin, writer and lyricist, author of "Letters of a Japanese Schoolboy," etc., says:

"Tuxedo is always welcome. A pleasant smoke, a mental bracer—the ideal tobacco."

Wallace Irwin



WILLIAM COLLIER

William Collier, celebrated American comedian, now starring in his new farce, "Never Say Die," says:

"My pipe is always Tuxedo-filled. I tried other tobaccos before I discovered Tuxedo. Now there is no other."

William Collier

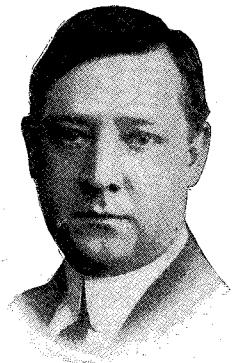


W. HAYDEN COLLINS

W. Hayden Collins, prominent in real estate, and member of Chamber of Commerce, Washington, D. C., says:

"I've compared Tuxedo with other tobaccos, much to the advantage of Tuxedo. It leads by a wide margin in purity and mildness."

W. Hayden Collins



HARRISON FISHER

Harrison Fisher, one of America's foremost illustrators, celebrated as the able exponent of the genuine "American Girl" type, says:

"I don't know a better relaxer, a better soother, a better source of inspiration, than a pipeful of Tuxedo. I have yet to find the equal of Tuxedo as a real smoke. It has surely served me well."

Harrison Fisher



JAMES W. LOYND

James W. Loynd, superintendent of the Prudential Insurance Co., at Philadelphia, says:

"I could not smoke a pipe until I smoked Tuxedo. I found it a cool—mild—even-burning tobacco of delightful flavor. As a solace and relief after a strenuous day, it is the Real Thing."

James W. Loynd



GEORGE H. ROBERTSON

George H. Robertson, famous auto driver and Vanderbilt Cup winner, says:

"My chief solace after a long race—a pipeful of Tuxedo. It's the REAL smoke."

George H. Robertson

Tuxedo

The Perfect Pipe Tobacco

Tuxedo was born in 1904. Its first imitator appeared two years later. Since then a host of imitations have been born, and are clamoring for your patronage.

No imitation is ever as good as the original. No amount of advertising, no amount of bluster and bluff, can ever make an imitation tobacco as good as Tuxedo.

Until someone discovers the secrets of the Tuxedo process Tuxedo will remain without a rival. Those secrets are so carefully guarded that it is practically impossible for them to be discovered.

The greatest men in America—business men, professional men, lawyers, doctors, ministers, actors, sportsmen, athletes, engineers and men in every walk of life, smoke Tuxedo and recommend it as the most enjoyable, most pleasant and most healthful smoke.

If you are not a pipe smoker, you are denying yourself the greatest smoking pleasure known to man. One week of Tuxedo will give you more genuine, wholesome enjoyment than cigars—and at considerably less expense! *Try Tuxedo this week!*

YOU CAN BUY TUXEDO EVERYWHERE

Famous green tin with gold lettering, curved to fit pocket **10c** Convenient pouch, inner-lined with moisture-proof paper **5c**

SAMPLE TUXEDO FREE—

Send us 2c in stamps for postage and we will mail you prepaid a souvenir tin of TUXEDO Tobacco to any point in the United States. Address TUXEDO DEPARTMENT, Drawer 5, Jersey City N. J.



Illustrations are about one-half size of real packages.